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THE ATLANTIC TELEGRAPH.

HISTORY OF THE ENTERPRISE.

Rise and Progress of the Electro-Magnetic Telegraph.

SUGGESTION OF A SUBMARINE WIRE.

EARLY EXPERIMENTS.

Organization of the New-York, Newfoundland and London Telegraph Company.

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THE FINAL TRIUMPH.

The extension of the electro-magnetic telegraph between the Old World and the New forms an era in the history of mankind at which we may with great propriety pause, and contemplate the work accomplished. The transmission of matter across the Inter-continental ocean, thanks to the developments of electric discovery, has been brought within the compass of nine days and a few hours. The communication of thought, the vital function of society, by the completion of the submarine telegraphic line, has been brought within the limits of a few minutes; though, for all practical purposes, these, in the minds, may be regarded as entirely obliterated. A result so practical, and yet so inconceivable; so pregnant with consequences which perhaps alone can fathom and estimate; so full of hopeful prognostics for the future of mankind, must in all time designate this period in the annals of the race as one of the loftiest moment; as one of the great way-marks in the onward and upward march of the human intellect. And perhaps the point of all others most suggestive of contemporary pride is that, less than any other, this work is the work of a single generation; not the slow evolution of principles and applications to which many consecutive ages of the world have contributed. Men are now living who lived when FRANKLIN tore the lightning from the clouds. The latest born, when MORSE first harnessed those viewless, couriers of the air and earth, electricity and magnetism, to the car of human progress, has not yet attained manhood. The application of electro-magnetism to the communication of ideas is, in fact, the achievement of the day in which we live, and as such forms a peculiar topic for self-gratulation.

THE ELECTRO-MAGNETIC TELEGRAPH.

The discovery of electro-magnetism is due to Prof. OERSTED, of Copenhagen, who announced the new principle in 1819. The discovery was seized by M. AMPERE, the eminent French physician, who in the following year invented an electro-magnetic telegraph, in which he used as many wires as there were letters and broke and restored the circuit by keys similar to those used in the HOUSE patent. This attempt was purely experimental. It was never practically tested. No current was obtained of sufficient force to traverse any considerable distance: the idea of using the earth to complete the circuit; the possibility of employing a single wire; any method of recording the magnetic current, in other words, of not only making it speak, but of reporting and preserving its utterance, all these were unknown elements, which it was left for the present generation to discover. The first advance was made by Professor JOSEPH HENRY, then of Princeton College, now of the Smithsonian Institution, and in the tower of the Dudley Observatory, who by the construction and local combination of magnets demonstrated the possibility of transmitting the current over long distances; a revelation indispensable to the consummation of a submarine telegraph. This was in 1831. In 1833, WEBER, a German experimenter, found that a copper wire, which he carried over sundry houses and church steeples of Gottingen, required no especial insulation; a fact of great practical value to telegraphing upon land. The year 1837 furnished several additions to previous knowledge; and, in fact, may be regarded as the epoch of the inland telegraphic system. In July of that year STEINHEIL put in use a registering electro-magnetic telegraph between Munich and Bogenhausen, wherein clock-work was employed to pass a ribbon of paper through the machine under a deflected needle, which impressed upon it dots and marks, accepted as representations of the several letters of the alphabet. A few days before the Steinheil apparatus was set to work Messrs. COOKE and WHEATSTONE obtained their English patent for a telegraph using a deflective point. Their specific improvement was the use of transmitting or relay magnets. In October, 1837, Mr. SAMUEL F. B. MORSE, of New-York, filed his caveat for the "American Electro-Magnetic Telegraph," in which an incomplete outline of his actual system was presented. He represented that his plan had been devised several weeks prior to the 27th of September, but was then first reduced to the test of experiment. Dr. CHARLES T. JACKSON, of Boston, has always contended that the Morse invention was due to his suggestion, made to the Professor during a voyage from Europe in the Summer of that year. There is no proof, however, to contradict the averments of both gentlemen that they had heard nothing of the Steinheil and Wheatstone inventions. MORSE obtained his patent in France in 1838, and in 1840 a patent in the United States. In 1846, a re-issue of the latter patent was obtained, in which the claim to the electric or magnetic current was abandoned, but he claimed instead the use of electro-magnetism as a motor. The same year he patented a right to the invention of a local circuit. Subsequently, Mr. ALEXANDER BAIN patented, in England, his claim for an improved Electro-Chemical Telegraph, where the message was recorded by electricity upon paper chemically prepared; and in 1848-9, Mr. ROYAL E. HOUSE, of New-York, obtained an American patent for a telegraph in which the message was received by types, and the circuit broken and restored by means of keys similar to those of the piano-forte, answering to the letters of the alphabet. The first electro-magnetic line in the United States was that between Baltimore and Washington, the distance forty miles, completed in 1844, Congress contributing $30,000 towards its construction. A Company was thereupon formed, with Mr. AMOS KENDALL as President, for the continuation of the line; and in 1845 it was extended between New-York and Wilmington, Del., leaving a gap between the latter point and Baltimore which was filled up early in 1846. From this invention the work has advanced until the present day, when there are more than *thirty-five thousand* miles of telegraph lines in the United States, connecting the coast of Newfoundland with the shores of Texas, and the great plains of the West, and the great Lakes of the North, with the Atlantic and the Gulf of Mexico. There are more than five thousand miles in the British Provinces; in England there are over ten thousand miles, and in the world a total length exceeding ONE HUNDRED THOUSAND MILES. And that through the new connections formed by the submarine lines, and the new machine devised by Professor HOUSE, expediting the manipulation several hundred fold, the extension must presently be augmented indefinitely, are propositions that cannot be doubted.

SUBMARINE TELEGRAPHING.

One of the earliest difficulties to be overcome in terrestrial telegraphing, was the extension and perfect insulation of the wires over streams and sheets of water. At first, the transit was effected by using bridges, where bridges existed; and in their absence, of suspending the wires over the water, from carefully-selected prominences on either bank. In time, the non-conducting quality of water suggested the idea of submerging the line, and permitting it to sink to the bed of the stream; and with the application of india-rubber or gutta percha as a coating to prevent oxidation, the plan was successfully resorted to. Here was the germ of all submarine telegraphs. As far back as 1839, the experiment was transferred from inland waters to those of the ocean; a line 24 miles in length was happily laid across the Straits of Dover. Owing, however, to the chafing of the wire upon the rocks near the French coast, it severed at the end of a month, and a new and stronger cable had to be laid. That is now in perfect working order. From a recent number of the London *Railroad Journal* we derive a summary of the work of the same class, which has resulted from the initial attempt of 1850:

SUBMARINE CABLES.

	Date.	Miles.
Dover and Calais	1850	24
Dover and Ostend	1853	76
Holyhead and Howth	1853	60
England and Holland	1853	115
Port Patrick and Donaghadee (two Cables)	1853	26
Italy and Corsica	1854	65
Corsica and Sardinia	1854	10
Denmark—Great Belt	1854	15
Denmark—Little Belt	1854	5
Denmark—Sound	1855	12
Scotland—Frith of Forth	1855	4
Black Sea	1855	400
Ireland, Isle of Wight	1855	2
Straits of Messina	1850	5
Gulf of St. Lawrence	1856	74
Straits of Northumberland	1856	10½
Bosphorus	1856	1
Gut of Canso, Nova Scotia	1856	2
St. Petersburg to Cronstadt	1856	10
Atlantic Cable—Valentia Bay to Trinity Bay	1858	2,092½

THE ATLANTIC TELEGRAPH.

The immediate result of the first apparently successful attempt with the cable across the Straits of Dover, was the suggestion of various projects of a similar character. The plan of a trans-Atlantic cable does not seem to have been among these. The idea was too stupendous, perhaps, and seemingly impracticable to be conceived; or, if conceived, to be entertained otherwise than as a desirable impossibility. In 1851, however, at the moment the NEW-YORK TIMES sprung into existence, a speculator was found bold enough to propound the immense enterprise, using the columns of the London *Athenæum* for his purpose. He proposed to use a single stout wire, enveloped firstly, in a gutta-percha coat, and secondly in hemp, saturated with some imperishable matter, and to extend it directly from the coast of Ireland to Newfoundland. The suggestion fell still-born. There were scientific difficulties, which could not easily be overcome.

SCIENTIFIC DIFFICULTIES.

In the ordinary arrangement of the wires of the electric telegraph, where they are stretched upon posts and insulated by glass and the surrounding air, the current of electricity runs along as a simple stream and with a velocity that is almost inappreciable for ordinary distances. But when the wires are inclosed in a sheath of insulating substance, like gutta-percha, and placed in a moist medium or a metallic envelope, the case is very different. The influence of induction then comes into play as a retarding power. As soon as the insulated central wire is electrically excited, that excitement operates upon the adjoining layer of metal or moisture, and calls up in it an electrical force of an opposite kind. Each of these forces *disguises*, or holds fast, an equivalent portion of the other,—and the electricity of the central wire is thus prevented from moving freely onward as it otherwise would. It is found, in short, that the submarine telegraph cable is virtually a *lengthened out Leyden jar*, and transmits signals *while being charged and discharged*, instead of merely by allowing a stream of the electrical influence to flow dynamically and evenly along it. And every time it is used it has first to be filled and then emptied. In the case of a long submarine wire this was found to be a task requiring considerable time,—and this was found, moreover, to be very much *increased* with an increase in the length of the wire. And when experiments came to be made in 1851, upon telegraphic lines running under ground, between London, Manchester and Glasgow, and upon other partly underground and partly submarine between London, Paris and Brussels, it was found that the speed of the current did not exceed 1,000 miles per second. In that year Mr. WHITEHOUSE invented a very ingenious method of determining with precision the force of currents thus transmitted; and the result of his investigations was to show that in submarine telegraphs the wires act as *reservoirs* and not as mere *channels*,—that the larger reservoir receives and holds a larger quantity than the smaller one, and that this naturally produces the most powerful effects when allowed to escape from its imprisonment. By 1855 the scientific *corps* provided themselves with much more complete and perfect instruments for pursuing these inquiries, and the construction of new telegraph lines also furnished them with better opportunities of making their experiments. It was soon found that a magneto-electrical current took a *second and a half* to discharge itself, when it moved through 1,146 miles of wire, in consequence of the retarding power of induction in this extended medium. This was a rate of speed not at all compatible with any profitable employment of a trans-atlantic telegraph for commercial purposes,—and the next step was to devise some remedy for this inductive obstacle. The first thing done was to send *different kinds* of electricity along the wire in succession, in the hope that each transmission of one kind would clear away the residue of the other which had immediately preceded it. The result was a complete success. Although the same wire and the same magneto-electric combination were employed which had before demanded a *second and a half* for the completion of a single discharge, *seven and eight currents now readily recorded themselves in a single second*. When positive followed negative, and negative followed positive, in exactly equal proportions, the electrical equilibrium of the wire was continually restored as fast as it was disturbed—each current clearing away the inductive influence which the other had left behind it. It was proved, moreover, in the course of these experiments that successive charges of electrical influence,—either of the same kind or of alternate opposite kinds,—may be traveling along lengthened conducting wires *simultaneously*, the one following the other like successive waves upon the sea. Alternate positive and negative signals were sent along 900 miles of wire, at the rate of *eight* signals in each second,—and two signals arrived at the end of the wire after the acts of transmission had been discontinued. In another experiment by the use of a wire 1,020 miles long, three signals of a single-stroke bell were distinctly heard after the movement of the hand which originated the current had ceased. This, therefore, indicated a way in which the *rapidity* of transmitting electrical currents along a submarine wire could be increased; it was necessary only to employ *opposite kinds*,—positive and negative alternately.

EFFECT OF THE DISTANCE.

The next point to be investigated was the ratio in which increase of *distance* in a gutta-percha covered telegraph wire augments the difficulties of rapid transmission. It had been supposed that the available force was diminished in the ratio of the square of the distance traversed,—that is, that a current which has traversed 600 miles has only a *thirty-sixth* part of the working force of a precisely similar current which has traveled only 100 miles. In experimenting upon this point they had to consider: First—the diminution of the current's power to produce *mechanical* effects; and, Second—its *loss of speed*. A voltaic battery of 72 pairs of plates, each with a surface of 16 inches, was set to work, and it was ascertained how many grains the current would raise upon being transmitted through a wire just long enough to effect the connection. The number of grains lifted was 25,000. The experiment being repeated with the same current through 200 miles of wire, the number of grains lifted was 10,650; with 400 miles of wire it was 3,250; and with 600 miles it was 1,400. Clearly the loss of mechanical power in this case was not diminished in so large a ratio as had been supposed. In regard to loss of speed, nearly five thousand observations were made, with wires varying in length from 83 to 1,020 miles, to determine its ratio; and from these it appeared that with a wire 83 miles long the transmission was effected in .08 of a second; with 166 miles in .14 of a second; with 249 miles in .36 of a second; with 498 miles in .79 of a second; and with 1,020 miles in 1.42 of a second. This ratio was far less than had been supposed. The result of the experiments was to establish, with tolerable accuracy, the fact that the velocity of movement of a magneto-electric current, through a gutta-percha covered wire, is 300 miles in from *one-twelfth* to *one-sixteenth* of a second; 600 miles in from *one-sixth* to *one-ninth* of a second; and 900 miles in from *one-fifth* to *one-fourth* of a second. Still further experiments proved that a rate of transmission could be obtained by the employment of magneto-electric currents from *two and a half* to *three* times as great as that of any simple voltaic impulse which can be used. The maximum speed attained by voltaic electricity was 1,900 miles per second; the maximum for the magneto-electric current was 6,000 miles per second. This showed conclusively that this is the current which must be employed. And it was also established that *large* coated wires, used beneath the water or the earth, are worse conductors, so far as velocity of transmission is concerned, than small ones; and it was this which led to the adoption of the small-sized copper wire which was finally decided on as the conductor by the Atlantic Company.

After these points had been established by experiment—rendering it theoretically probable that there would be no difficulty in *using* a wire, if it could once be laid down across the Atlantic—the next point was actually to record a signal by a current sent through a circuit of 2,000 miles. For this purpose, in 1856, the various lines of telegraph under charge of the English and Irish Magnetic Telegraph Company were used, and they are so extensive, have so many ramifications, and each line contains so many separate wires, that a continuous length of nearly 5,000 miles could be made up among them. The experiments were made with great care, under the supervision of Mr. BRIGHT, the Engineer; and Mr. WHITEHOUSE, subsequently the Electrician of the Company. On the 9th of October, 1856, ten gutta percha covered wires, each measuring over 200 miles, were connected, so that a continuous circuit was formed of above 2,000 miles, and signals were distinctly and satisfactorily telegraphed through the whole length, at the rate of 210, 241 and, upon one occasion, 270 per minute. Experiment having shown that the conditions present in insulated wires placed *under the ground* and *beneath the sea* are strictly analogous, this result was regarded as establishing, beyond all reasonable doubt, the practicability of working the Transatlantic Telegraph.

ORGANIZATION OF THE ORIGINAL COMPANY.

As the practicability of the new project was thus gradually demonstrated, there was room for the immediate application of capital. The American Company was therefore formed as far back as 1854, Messrs. PETER COOPER and CYRUS W. FIELD taking a leading and energetic part in the organization. The first step was to secure a charter. Consulting the historical narrative of the Company, we find this was obtained in April, 1854, from the Colonial Government of Newfoundland—the act being entitled "An Act incorporating a Company for the establishment of Telegraphic Communication between Europe and America." The Company was thenceforth known as "The New-York, Newfoundland, and London Telegraph Company." It received various grants from the Government of Newfoundland, subsequently from that of Nova Scotia and New-Brunswick, and finally from the Crown of England and the Congress of the United States. To avoid the necessity of recurring to this topic, we state at once the entire series of dotations bestowed upon the organization.

NEWFOUNDLAND.

Exclusive privileges for fifty years of landing cables on Newfoundland, Labrador and their dependencies.

The exclusive right embraces a coast line extending from the entrance of Hudson's Straits southwardly and westwardly along the coasts of Labrador, Newfoundland, Prince Edward Island, Cape Breton, Nova Scotia and the State of Maine, and their respective dependencies.

Grant of fifty square miles of land on completion of Telegraph to Cape Breton.

Similar concession of additional fifty square miles when the cable shall have been laid between Ireland and Newfoundland.

Guarantee of interest for twenty years at five per cent. on £50,000.

Grant of £5,000 in money towards building road along the line of the Telegraph.

Remission of duties on importation of all wires and materials for the use of the Company.

PRINCE EDWARD ISLAND.

Exclusive privilege for fifty years of landing cables.

Free grant of one thousand acres of land.

A grant of £200 currency per annum for ten years.

CANADA.

Act authorizing the building of telegraph lines throughout the Provinces.

Remission of duties on all wires and materials imported for the use of the Company.

NOVA SCOTIA.

Grant of exclusive privilege for twenty-five years of landing telegraphic cables from Europe on the shores of this Province.

STATE OF MAINE.

Similar grant of exclusive privilege for the period of twenty-five years.

GREAT BRITAIN.

Annual subsidy of £14,000 sterling until the net profits of the Company reaches 8 per cent. per annum, on the whole capital of £350,000 sterling, the grant to be then reduced to £10,000 sterling, per annum, for a period of twenty five years.

The aid of two of the largest steamships in the English navy to lay the cable, with two subsidiary steamers.

A Government steamship to take any further needful soundings, and verify those already taken.

UNITED STATES.

Annual subsidy of $70,000 until the net profits yield 6 per cent. per annum, then to be reduced to $50,000 per annum, for a period of twenty-five years, subject to termination of contract by Congress after ten years, on giving one year's notice.

The United States steamship *Arctic* to make and verify soundings.

Steamships *Niagara* and *Susquehannah* to assist in laying the cable.

A Government steamer to make further soundings on the coast of Newfoundland.

The Company having appointed Professor MORSE their electrician, next proceeded to connect St. Johns, Newfoundland, with the lines already in operation in the British North American Provinces, and in the United States, by immersing 13 miles of cable across the Straits of Northumberland, and 85 miles in the waters of the St. Lawrence. England and the Continent had already been connected with Ireland, irrespective of any design to extend the telegraphic communication towards the West. There therefore remained only a single gap to be filled in—the basin of the Atlantic itself.

Having completed these preliminary steps, the Company, with a singular exertion of judgment and good sense, placed itself in communication with the most experienced authorities in electrical and mechanical affairs on this side of the ocean and made strenuous efforts to combine all the skill and intelligence it could command in advancing towards the solution of the problem upon its hands. In the investigations which were now entered upon, Mr. WILDMAN WHITEHOUSE, at present the electrician of the Company, and Mr. CHARLES BRIGHT, its former engineer, and the engineer of the Magnetic Telegraph Company, took a prominent part. As early as 1854, these two gentlemen were occupied upon a series of experiments, to determine the influence of induction and disguised electricity in retarding the transmission of currents along submarine wires, and since then they have been conjointly and separately prosecuting the important investigation.

Without entering at length into the details of these nice and all-important experiments, we may content ourselves with stating the results. They taught

That gutta-percha-covered submarine wires do not transmit as simple insulated conductors, but that they have to be charged as Leyden jars, before they can transmit at all.

That, consequently, such wires transmit with a velocity that is in no way accordant to the movement of the electrical current in an unembarrassed way along simple conductors.

The magneto-electric currents travel more quickly along such wires than simple voltaic currents.

That magneto-electric currents travel more quickly when in high energy than when in low, although voltaic currents of large intensity do not travel more quickly than voltaic currents of small intensity.

That the velocity of the transmission of signals along insulated submerged wires can be enormously increased from the rate, indeed, of one in two seconds, to the rate of eight in a single second, by making each alternate signal with a current of different quality, positive following negative, and negative following positive.

That the diminution of the velocity of the transmission of the magneto-electric current in induction-embarrassed coated wires, is not in the inverse ratio of the squares of the distance traversed, but much more nearly in the ratio of simple arithmetical progression.

The several distinct waves of electricity may be traveling along different parts of a long wire simultaneously, and within certain limits, without interference.

That large coated wires used beneath the water or the earth are worse conductors, so far as velocity of transmission is concerned, than small ones, and therefore are not so well suited as small ones for the purposes of submarine transmission of telegraphic signals; and

That by the use of comparatively small coated wires, and of electro-magnetic induction-coils for the exciting agents, telegraphic signals can be transmitted through two thousand miles with a speed amply sufficient for all commercial and economical purposes.

ORGANIZATION OF THE ATLANTIC TELEGRAPH COMPANY.

The "New-York, Newfoundland and London Telegraph Company," having procured these decisive scientific assurances of the possibility of their enterprise, deputed, in the Summer of 1856, their Vice-President, Mr. CYRUS W. FIELD—who had indeed been, in the main, instrumental in obtaining the charter from the Government of Newfoundland—to visit England, with a view to effecting such arrangements, as were best fitted to advance the undertaking. The consequence of this visit was the formation of the existing Atlantic Telegraph Company, comprising the holders of 350 shares of one thousand pounds each, and having Mr. BRIGHT and Mr. WHITEHOUSE, who had taken such prominent parts in the preliminary proceedings of investigation, as their advising and acting engineer and electrician. The services of these gentlemen were at once secured, with the conviction that in no other way could the success of the enterprise be so materially aided. The charter of the New-York, Newfoundland, and London Company conferring upon it the exclusive right to land telegraph cables on the shores of Newfoundland and other parts of North America, and for twenty-five years to do the same thing on the shores of Nova Scotia, was then made over to the New Company, together with all concessions bearing upon the undertaking which may be hereafter obtained, and all the patent rights of Messrs. WHITEHOUSE and BRIGHT, which in any way concerned the working of instruments in marine circuits of great length, were prospectively secured to it. In order that the capital subscribed might be entirely applied to the immediate object of the undertaking, the projectors, Messrs. BRETT and FIELD, and Messrs. BRIGHT and WHITEHOUSE, considerately arranged that compensation for the privileges assigned, and for past expenditure and exertions, should be left entirely dependent on the successful result of the undertaking. The final agreement with these gentlemen was, that upon attaining success, a half yearly dividend of ten per cent. per annum on the capital should first be paid to the shareholders, and that then one-half of any further profit should be given to them, and the other half be retained by the Company, it having been estimated upon a very moderate computation of the probable amount of revenue, conjoined with a consideration of the comparatively small working expenses where there can only be two terminal stations to be maintained, that a very satisfactory result might be secured to all parties upon this ground.

THE ROUTE TO BE CHOSEN.

But while the electrical and financial preparations had terminated so favorably to the views of the Company, there were other topics of equal moment not yet satisfactorily determined. Could a wire, such as had been decided upon, be laid on the bottom of the Atlantic? Of course, the solution of the momentous question depended upon the accuracy of existing or procurable knowledge as to the features of the ocean-bed; and, of existing knowledge, the studies of Lieutenant M. F. MAURY, and Lieutenant O. H. BERRYMAN, supplied the available bulk. These furnished a very excellent and safe basis for an opinion upon this point, and indeed left very little more to be done than that verifications should be made, and some trifling gaps be filled up. Every care and pains were, however, taken to bring together all the evidence that could be gleaned of the actual character of the vast oceanic basin, which was to be the scene of the great enterprise, and to collate them with the labors of Lieutenant MAURY, on record in the sixth edition of his work, *The Physical Geography of the Sea*.

DEEP SEA SOUNDINGS.

Until a comparatively recent period great difficulty had been experienced in getting any deep soundings in the ocean which could be depended upon. It seemed to be impossible to tell when any heavy weight suspended from a line really struck the bottom on its descent through deep water. The first step towards a solution of the difficulty was the adoption of the beautifully simple expedient of letting a common cannon-ball carry down a length of light common twine marked off into fathoms, until the ball ceased to unroll the twine off a reel left free to revolve. By the use of this simple plummet, Lieut. WALSH, of the United States service, made in the deep sea a cast of 34,000 feet without finding any bottom. Lieut. BERRYMAN, of the United States ship *Dolphin*, obtained a like negative result in mid-ocean, with 39,000 feet of line. Lieut. PARKER, of the United States frigate *Congress*, reported "no bottom" with 50,000 feet of line. Capt. DENMAN, of Her Majesty's ship *Herald*, alone believed that he touched the bottom in the South Atlantic, with a line of 46,000 feet.

It was soon ascertained that the negative results of the above-named, and other similar attempts to find the bottom of the deep sea, were not altogether to be depended on where the ordinary line was used; and resort was therefore had to the invention of Mr. BROOKE, by means of which it was ascertained that the Atlantic nowhere exceeded in depth 25,000 feet. The greatest depth was found immediately south of the Banks of Newfoundland. The basin of the Atlantic is a long trough or groove, indented between the Old World and the New, and extending almost from the Northern to the Southern Pole. The hollow of this basin is so great that the lowest depth of the Atlantic is nine miles beneath the highest peak of the Andes. In most places the actual bottom of the ocean is much broken up and very irregular. Sharp peaks and crested ridges, with precipitous sides, there reproduce all the bold Alpine contours which are encountered upon the land.

SOUTHERN TRACKS.

Of course, if a route were selected where these sudden elevations and depressions were most decided, the Cable would be suspended from submarine hill to hill, subject to a thousand disastrous contingencies. If, for instance, a track had been chosen from Africa to South America, depths exceeding 4,000 fathoms would have been sounded at one moment; and at the next the Cable would have rested near the surface of the water, the tremendous oceanic currents playing against its slack, and exposing it in periods of storm to imminent hazard. The same risk would have been run, had the line passed from the Cape Verde Islands to the West Indies; in both instances at least 5,000 miles of cable would have been wanted, with strength augmented to meet the contingent risks.

THE PLATEAU.

Against both these tracks Lieut. MAURY, in a report to the House of Representatives, pronounced emphatically. There was left a path further to the northward, upon a vast sub-oceanic plain, to be known hereafter as the Telegraphic Plateau. This plain is scarcely 12,000 feet below the level of the sea, and extends in a continuous ledge from Cape Race, in Newfoundland, to Cape Clear, in Ireland. The greatest depression is in mid-ocean, whence it imperceptibly ascends to the shore on either side. The following engraving is an accurate representation of its general features:

To verify the information already secured concerning the plateau, Lieutenant BERRYMAN was twice dispatched in the *Arctic* to make soundings along the proposed line, while, to verify his observations, Her Britannic Majesty's steamer *Cyclops* traversed the ground in an opposite direction. The knowledge thus obtained was conclusive. The plain was gently leveled, so deep as to be below the reach of disturbing superficial causes, and composed of particles of shells, so minutely triturated as to render their character indetectible save with the aid of a microscope. Their presence, examined by the lights of science, proved how little those profound depths had been disturbed in the course of uncounted ages, and encouraged the hope that the cable, when once laid along with them, might rest as tranquilly—perhaps as long. The tendency of these infinitesimal fragments to agglutinate to any metallic centre exposed to them, held out the expectation that the submerged cable would soon be thickly enveloped by them, and a fresh element of security so obtained.

THE CABLE.

This essential point determined, the route finally fixed, the mechanical construction of the cable was to be discussed. What should be its specific weight? It must not be too light, or it would refuse to sink. It must not be too heavy, or the loop between the two delivering vessels would break of its own weight. The difficulties in managing a heavy cable had been demonstrated by the experience of Mr. BRETT, an accomplished engineer, in laying a wire in the Mediterranean. The cable in that case was lost, because they dared not moderate the speed of delivery, lest the perpendicular strain should be fatal. Again, if the cable were too light, it would be at the mercy of the currents while descending, and if it sunk at all, would run every chance of fracture in doing so. If, again, the cable were too heavy, how could 2,500 miles of it be shipped, handled, and safely deposited? It was obvious that two vessels must do the business. They might be of the largest class, and assuming that they should be so, and estimating their tonnage, with due allowance for equipment, machinery, coals, and the apparatus for delivering the coil, it was found that the cable must weigh no more than *one ton per mile*. It was indispensable, in the next place, that the utmost strength reconcilable with this arbitrary weight should be secured. It could not be *too strong* for its work, although it might be too bulky, too heavy, or too light. Any redundant tenacity that it might possess over and above what was required just for the process of laying down, would only be so much safeguard against possible accidents. It was also important, in the highest degree, that the cable should be flexible enough to adapt itself easily to the curves of the sheaves, and other apparatus employed in the manufacture, and in the process of paying out, as well as to admit of its being readily distributed into coils, while lying in the yard of the factory, and in the hold of the paying-out vessels. To find out how all these several essentials might be the most certainly secured and combined, an unrecordable number of direct experiments were tried. While some experimenters were contriving standards of electrical weights and measures, and instituting a detective and coercive staff for the management of the ethereal influence which it was intended to trap and break in for transatlantic service, others were following out an equally precise and laborious course of inquiry into strength of material, and into the influence of form and composition upon weight and strength. Ropes a little stronger were composed one day, and broken; ropes a little weaker fared the same fate the next. In order to give something like an adequate idea of the pains which were taken with this branch of the investigation, it will suffice to say that *sixty-two different kinds of rope* had been subjected to the questioning of experiment, and to very close consideration, before the exact form and character of the cable to be employed were determined.

THE CABLE FINALLY DECIDED ON.

In, the cable finally adopted, the central con-

during trips to a depth made up of seven miles of the great extent of the ocean known in the trade as No. 2. The strand itself is about the thickness of an inch; its diameter, that is, instead of one straightly drawn wire, such as would be formed if one were to take a single copper wire and simply extend it; this is composed of seven wires, six of them being dragged from a centre, as though a hole in a horizontal table, while the seventh itself revolves rapidly, under the impulse of steam-power, round its circumference six more or thinner wires covered with copper wire. Every three revolutions of the seventh wire on its own horizontal axis, and as it delivers its cable in turns. This twisted form of conducting wire was the one adopted for the rope laid across the Atlantic in 1858, and was employed with a view to the reduction to the lowest possible amount of the chance of continuity being destroyed in the strand. It is improbable in the highest degree that a fracture could be accidentally produced at precisely the same spot in more than one of the wires of this twisted strand. All the seven wires might be broken at different parts of the strand, even some hundreds of them, and yet its capacity for the transmission of the electric current not be destroyed, or reduced in any inconvenient degree. The copper used in the formation of these wires is assayed from time to time during the manufacture to insure absolute homogeneity and purity. The strand itself, when subjected to strain, will stretch 20 per cent. of its length without giving way, and, indeed, without having its electricity-conducting power much modified or impaired.

THE FIRST ATTEMPT TO LAY THE ocean CABLE.

COILING THE CABLE.

It was determined that the attempt, in 1857, to lay the ocean cable should be made in August, as that month was considered the most favorable of the season. The coiling of the cable on board the *Niagara* and *Agamemnon* was watched by the people of both continents with the most intense interest, and great was the joy when it was announced that the work was completed. That portion of the cable received by the *Agamemnon* was manufactured by Messrs. GLASS & ELLIOTT, and shipped at Greenwich; the other half, 1,250 miles in length, which Messrs. NEWALL & Co. contracted to supply, was received on board the *Niagara* at Birkenhead. In order to make room for the immense coils in which the cable was deposited in the latter vessel, the forehold of the *Niagara* had been cleared of the chain-lockers, coal-bunkers and tanks, and fitted with a level floor over the kelson, the beams having each been trussed with double stays to compensate for the removal of the stanchions. Part of the cable was also stowed in a space which had been cleared out on the main deck, abaft the engine-room, by displacing some of the officers' berths and encroaching on the ward-room. Three small vessels of 500 tons each were employed to convey the coils from the docks of Messrs. NEWALL to the frigate. The weight of the portion taken on board the *Niagara* was about 1,200 tons. It was coiled under the superintendence of Mr. WOOSNOMM, C. E., who took part in laying down the Varna and Balaklava submarine telegraph.

PREDICTIONS OF A FAILURE.

About the time that the manufacture of the cable was completed, the London *Times* rather startled its readers by the announcement that the enterprise must necessarily prove a failure. "It will scarcely be credited," said that journal, "but it is nevertheless true, that the twist of the spiral wires of the Birkenhead half of the cable is in exactly the opposite direction to the twist of the wires made at Greenwich. Thus, when joined in the centre of the Atlantic, they will form a right and a left-hand screw, and the tendency of each will be to assist each other to untwist and expose the core. By attaching a solid weight to the centre joining it is hoped this difficulty and danger may be overcome; but none attempt to conceal that the mistake is much to be regretted. We are informed that Messrs. GLASS and ELLIOTT had nearly one hundred miles of their portion completed before Messrs. NEWALL commenced theirs, and that, therefore, the fault rests with those who began theirs last."

This attack called forth a reply from Messrs. NEWALL, who denied the conclusions at which the writer of the article in question had arrived, holding that the so-called "blunder" was literally of no importance. At the same time they exculpated themselves from blame on the ground that they were acting throughout under the direct instructions and supervision of the engineer of the Company, and that the fault, if there was any, was his.

THE MACHINERY.

It may not be uninteresting to give here a general description of the machinery for paying out the cable used on the first expedition. This machinery, as was then supposed, was perfectly adapted to meet all the service required of it,—in calm and in storm,—and was intended to give the most complete control and mastery of the cable under all circumstances. The *controlling machine*, as it was styled, stood behind the *Niagara's* foremast, and occupied the whole deck. Four cast-iron sheaves, or cylinders, about five feet in diameter, were ranged in line with the vessel, bow and aft. The first, commencing forward, was single-grooved; the second and third were double-grooved, and the fourth was single-grooved. The cable, as it came up from the hold of the ship, passed over one of the grooves in the second drum,—then under it backwards and over and around the first single drum,—thence it received over the remaining groove in the second,—then it went directly across to one groove in the third following but a small arc in its periphery,—thence to the last single drum, and downward around this back to the preceding double one, and finally, over the unoccupied groove in that to a fifth grooved drum standing out upon right arms over the stern, from which it was dropped into the sea. The grooves in all these drums were exactly adapted, in size and form, to the cable. The passing and repassing of the cable over them served to afford friction-service for controlling the velocity of the rope in passing out. But additional checks for this purpose were provided. The four drums were so connected by gearing that their motions were exactly coincident—the motion of any one of them involving corresponding motion in all the rest. Upon two of the shafts, moreover, friction brakes—the same in principle as those used upon railroads—were applied, to control the velocity of the drums; and to these, which were worked by a screw, was attached a balance, which was to indicate the precise amount of strain thrown upon the cable at any moment. The screw was worked by a crank, at which was stationed an officer, whose duty it was to watch the balance and regulate the friction of the brakes accordingly. In the electrician's department, there were signals every second, by electrical currents, passed through the entire length of the cable. At the side of the vessels there were also patent logs, hanging down into the water, with vanes and wheels, turning faster or slower, according to the velocity with which the ship dragged them through the water. One of these wheels had been so arranged as to make and break an electric circuit at every revolution, and record upon the deck of the ship, by apparatus provided for the purpose, the speed of the vessel. A bell also sounded upon every passage of the electric current through the cable. The brakesman, therefore, watched the balance which indicated the strain upon the cable, and tightened or relaxed it as occasion required. He was also to listen for the bell, and if at any time its sound ceased—indicating an interruption in the circuit—he was to stop the machinery, the vessel would be backed, and a *winding machine*, provided for the purpose, and worked by a horizontal steam-engine of about 20 horse-power, would be at once set to work, gathering up the slack-rope as the vessel moved astern—the electrician all the while testing the insulating continuity of the cable yard by yard, until the defective portion had been discovered. This would then be cut out and the gap supplied by joining up the ends of the uninjured parts, when the paying out and testing would be resumed as at the first.

Special provision, too, was made for storms. In

THE ATLANTIC TELEGRAPH.

SUCCESSFUL LAYING OF THE CABLE.

ARRIVAL AT VALENTIA.

SAFE LANDING

IN AMERICA.

THE SECOND EXPEDITION.

ITS COMMENCEMENT, PROGRESS AND SUCCESS.

THE ENTIRE CABLE LAID.

Both Ships Arrive Safely at Trinity Bay.

Message from Cyrus W. Field.

Rejoicings in New-York.

Illumination To-Night.

Ringing of Bells, Firing of Guns, &c.

Congratulations of the President.

Congratulations of Queen Victoria.

Congratulations of the Directors.

Congratulations of the Common Council.

Congratulations of the Chamber of Commerce.

Congratulations of the Press.

Congratulations of the Citizens.

Congratulations of Commodore Vanderbilt.

Congratulations of Mr. Peabody.

Congratulations of Mr. Bancroft.

Congratulations of Mr. Buchanan.

Congratulations of Mr. Everett.

Congratulations of Mr. Webster.

Congratulations of Mr. Clay.

Congratulations of Mr. Crittenden.

Congratulations of Mr. Cass.

Congratulations of Mr. Dallas.

Congratulations of Mr. Marcy.

Congratulations of Mr. Guthrie.

Congratulations of Mr. Toucey.

Congratulations of Mr. Thompson.

Congratulations of Mr. Aspinwall.

Congratulations of Mr. Corcoran.

Congratulations of Mr. Riggs.

Congratulations of Mr. Grinnell.

Congratulations of Mr. Morgan.

Congratulations of Mr. Opdyke.

Congratulations of Mr. Wilson.

Congratulations of Mr. Haven.

Congratulations of Mr. Brown.

Congratulations of Mr. Lenox.

Congratulations of Mr. Astor.

Congratulations of Mr. Hone.

Congratulations of Mr. Ogden Hoffman.

Congratulations of Mr. Evarts.

Congratulations of Mr. Choate.

Congratulations of Mr. Vanderpoel.

Congratulations of Mr. Field.

Congratulations of Mr. Gibbons.

Congratulations of Mr. Wilkes.

Congratulations of Mr. Bryant.

Congratulations of Mr. Halleck.

Congratulations of Mr. Taylor.

Congratulations of Mr. Stone.

Congratulations of Mr. Kennedy.

Congratulations of Mr. Bristed.

Congratulations of Mr. Duer.

Congratulations of Mr. Jones.

Congratulations of Mr. Delafield.

Congratulations of Mr. Schermerhorn.

Congratulations of Mr. Sandford.

Congratulations of Mr. Ward.

Congratulations of Mr. Hoffman.

Congratulations of Mr. Kent.

Congratulations of Mr. Sedgwick.

Congratulations of Mr. Jay.

Congratulations of Mr. Gallatin.

Congratulations of Mr. Prime.

Congratulations of Mr. Cutting.

Congratulations of Mr. Hall.

Congratulations of Mr. Low.

Congratulations of Mr. Lawrence.

Congratulations of Mr. Griswold.

Congratulations of Mr. Leavitt.

Congratulations of Mr. Bellows.

Congratulations of Mr. Osborn.

Congratulations of Mr. Strong.

Congratulations of Mr. Bowne.

Congratulations of Mr. Minturn.

Congratulations of Mr. Robert B. Minturn.

Congratulations of Mr. Sturges.

Congratulations of Mr. Ruggles.

Congratulations of Mr. Barlow.

Congratulations of Mr. Parish.

Congratulations of Mr. Hicks.

Congratulations of Mr. Lorillard.

Congratulations of Mr. Weed.

Congratulations of Mr. Raymond.

Congratulations of Mr. Bigelow.

Congratulations of Mr. Greeley.

Congratulations of Mr. Hudson.

Congratulations of Mr. Pell.

Congratulations of Mr. Wainwright.

Congratulations of Mr. Cooper.

Congratulations of Mr. Kennedy.

Congratulations of Mr. Lenox Kennedy.

Congratulations of Mr. Stuyvesant.

Congratulations of Mr. Phelps.

Congratulations of Mr. Dodge.

Congratulations of Mr. Cornell.

Congratulations of Mr. Minot.

Congratulations of Mr. Sturgis.

Congratulations of Mr. Brevoort.

Congratulations of Mr. Carey.

Congratulations of Mr. Lee.

Congratulations of Mr. Foster.

Congratulations of Mr. Abbott.

Congratulations of Mr. Terry.

Congratulations of Mr. Coit.

Congratulations of Mr. Price.

Congratulations of Mr. Norton.

Congratulations of Mr. Pratt.

Congratulations of Mr. Boorman.

Congratulations of Mr. Johnston.

Congratulations of Mr. Blunt.

Congratulations of Mr. Graham.

Congratulations of Mr. Patterson.

Congratulations of Mr. Roosevelt.

Congratulations of Mr. Jones.

Congratulations of Mr. Langdon.

Congratulations of Mr. Mason.

Congratulations of Mr. Robert Mason.

Congratulations of Mr. Suydam.

Congratulations of Mr. Storm.

Congratulations of Mr. Van Rensselaer.

Congratulations of Mr. Paulding.

Congratulations of Mr. Tiffany.

Congratulations of Mr. Ward.

Congratulations of Mr. Hunt.

Congratulations of Mr. Gray.

Congratulations of Mr. Buttre.

Congratulations of Mr. Schell.

Congratulations of Mr. Richmond.

Congratulations of Mr. Vermilye.

Congratulations of Mr. Ludlow.

Congratulations of Mr. Dix.

Congratulations of Mr. Morris.

Congratulations of Mr. Clarke.

Congratulations of Mr. Sherman.

Congratulations of Mr. Wetmore.

Congratulations of Mr. Bronson.

Congratulations of Mr. Kingsley.

Congratulations of Mr. Bell.

Congratulations of Mr. Hall.

Congratulations of Mr. Bradish.

Congratulations of Mr. Hoyt.

Congratulations of Mr. Ferris.

Congratulations of Mr. Gilbert.

Congratulations of Mr. Hoe.

Congratulations of Mr. Ellsworth.

Congratulations of Mr. Wilson.

Congratulations of Mr. Hall.

Congratulations of Mr. Bliss

The New-York Times, Sunday, August 7, 1853

The New-York Times.

PUBLISHED EVERY MORNING.

SATURDAY, AUGUST 11, 1858.

TERMS.—DAILY TIMES—Three Dollars a year; Two Dollars for six months, or Fifty Dollars.

SEMI-WEEKLY TIMES—Two Dollars a year; ten copies to one address, for Twenty Dollars; twenty copies to one address, for Thirty Dollars. Any person sending a club of twenty or more, will be entitled to an extra copy.

Terms—Cash invariably in advance.

All letters to be addressed to the "New-York Times, New-York City."

Advertisements this Evening.

BURTON'S GARDEN—The Lady Mar—Pocahontas.

WALLACK'S THEATRE—Where Honor or the Fair—Thirty-two Ayes.

BOWERY NATIONAL THEATRE—Virginius—The Yellow Dwarf—Orlando Rinaldini.

BOWERY THEATRE—Macbeth—Cenerose in India—Tambourine.

BARNUM'S AMERICAN MUSEUM—Wyman, the Wiz and the Ventriloquist.

WOOD'S BUILDING—Ethiopian Minstrelsy—Jumbo Jim.

PALACE GARDEN—Comic Sixth-avenue and Fourth-street—Fireworks Concert—Fireworks.

Ocean Steamers.

The Northern Light leaves N. Y. for Southampton, Aug. 7
The Persian leaves Boston for Liverpool ..... Aug. 11

Mails Close at Post-Office.

[illegible] ..... 3½ P.M.
[illegible] ..... 8½ A.M.
[illegible] ..... 8½ A.M. and 3½ P.M.
[illegible] ..... 1 A.M. and 4½ P.M.
[illegible] ..... 8½ A.M. and 2 P.M.
[illegible] ..... 4 P.M.

[illegible] steamship Northern Light, Capt. Comstock, will sail to-day, (Aug. 7,) at 4 o'clock P. M. for Southampton, Havre and Bremen. The mails close at the Post-Office at 3½ o'clock.

NEWS OF THE DAY.

On account of the interruption of telegraphic communication with Trinity Bay, where the *Niagara* landed her end of the great Atlantic Cable, we are unable to lay before our readers, as we had hoped, any later intelligence in reference to the actual success of the enterprise than that published in the Times of yesterday morning. A dispatch from Cape Race and Cape Breton, received late last night, states that the line then was down, but that active preparation had been taken to have it put in working order again—which, however, might occupy all day to-day. Previous to the disarrangement of the line, pertinent communications passed to and from Trinity Bay, and there is no reason whatever to doubt the truth or genuineness of the dispatch from Mr. FIELD, as published yesterday. It is not considered probable that communication will be established before the early part of next week. Meanwhile, we continue this morning the publication of reports by telegraph and the mails of the preparations in various localities indicating the general feeling of rejoicing with which the success of the undertaking is hailed. We also give a history of the enterprise from its inception to its consummation.

The screw steamship *Prince Albert*, of the new Galway line, from Galway at midnight on the 27th of July, arrived off Halifax harbor on Thursday afternoon, and reached her dock the next morning. She brings three days' later news, which, however, presents no feature of importance. Full details of the India and China news had reached England, but there was nothing additional worthy of report. A serious gale had occurred on the English coast, which occasioned considerable damage to the shipping, though no disasters to American vessels are reported. Commercially, everything seems to be very quiet. Cotton is quoted quiet, without any particular change in prices; while Breadstuffs were generally dull. Consols, 95⅞@95⅞ for money and account.

It has been ascertained from an entirely reliable source, that one of the duties of Mr. NUGENT, the Special Commissioner to New-Caledonia, who left in the California steamer on Thursday, is to make such representations to Governor DOUGLAS as will induce him to mitigate the rigors of the policy of the Hudson's Bay Company, and of the servants of the British Government towards the miners and traders from the United States. He is also instructed to counsel the latter on the duty of obeying the laws of the country if they expect to be protected in their business pursuits.

The new Canadian Ministry formed by GEO. BROWN, Esq., Editor of the Toronto *Globe*, resigned on Wednesday. Parliament met yesterday, when the announcement was made that the Hon. Mr. CAYLEY, in connection with the Hon. JOHN A. MACDONALD, was forming a new Government, which would, probably, be completed to-day.

The returns of the Kansas election thus far received indicate a very heavy majority against the English proposition. In most of the precincts heard the vote is so one-sided as almost to be unanimous against it. The roads in the Territory are reported in very bad order, and consequently the returns come in very slowly.

A very destructive fire occurred in Waterbury, Conn., early yesterday morning, completely destroying the main building of the extensive brass and copper rolling mills of BROWN & BROTHERS. The loss is estimated at from $70,000 to $100,000, only $30,000 of which is covered by insurance. The building is supposed to have been willfully set on fire. At Manchester, N. H., yesterday morning, a range of stables was burnt, together with twenty-eight horses.

The ship *Columbus*, of Richmond, Me., yesterday put into this port for orders and assistance, in charge of the mate, Captain JOEL HOPPER, her late commander, having died of fever on the 20th ult., and also one of the crew on the following day. Four of her crew are also sick. She is from New-Orleans, whence she sailed on the 18th ult., and is bound for Liverpool. She anchored in the Lower Bay.

The Board of Supervisors met yesterday for the purpose of confirming the tax levy, but in consequence of the absence of Supervisor BELL, there was not the requisite majority in favor of taking it up, and the Board adjourned to Tuesday next, at 3 o'clock P. M.

There was more business transacted yesterday in the Court of General Sessions, Recorder BARNARD presiding, than has been done there for months. No less than twenty-seven cases were disposed of—burglary, grand larceny, assault and battery, forgery, &c., and the punishments in nearly each case awarded. In order to clear the City Prisons, and dispatch the criminal business, in this Summer weather, the Recorder commences his work early and sits till a late hour, an arduous task, but one of great public importance.

An affray occurred last night, in which a young Irishman, named QUINN, was dangerously, and it is thought fatally, shot by a Policeman, while in the discharge of his duty in quelling a disturbance. The particulars will be found under the appropriate heading.

The General Markets, yesterday, were firm for Flour and Wheat, each of which was in good request. No remarkable change in Corn or Oats. Groceries were very quiet, as was also Cotton. Provisions attracted considerable attention, including Prime Pork, which was dearer. In other branches of trade, no really new feature was discernible.

BEGINNING RATHER TOO EARLY.—The *Herald* has made a slight mistake in supposing that the Atlantic Telegraph is to be laid through that famous strait called Plum Gut, or at least the editor of that paper appears to be bent on receiving his dispatches in the Plum Gut fashion. He published a bogus communication yesterday morning announcing the arrival of the *Agamemnon* at Valentia, and the landing of both ends of the Cable, while no such news could possibly have been obtained, owing to the lack of the necessary mechanical arrangement on board the *Niagara* to receive it. The public will know what degree of importance to attach to the *Herald's* subsequent, and probable, dispatches hereafter, if the cable should ever be put in working order. The time to commence publishing bogus messages would have been after the cable had been fastened at both ends. It was very maladroit in our enterprising contemporary to publish a dispatch announcing the arrival of the *Agamemnon* at Valentia, when a genuine dispatch in the same column stated that no intelligence from the Agamemnon could be received until both ends of the line had been landed and the two continents put in communication with each other. It was an unlucky piece of Plum Gutting which failed from not being undertaken at the right moment.

The All-Absorbing Topic.

Nothing was talked of yesterday but the Atlantic Telegraph, on 'Change, on the docks, in Broadway, on ferry-boats, in railroad cars, at the breakfast table, the dinner table, and the supper table, the all-engrossing topic of conversation was the Cable, and the great *things it is to accomplish*. The flags were displayed on the City Hall as though it were our national holiday, and the Mayor after having given out the word that as soon as he received intelligence of the arrival of the *Agamemnon* with her end of the Cable in Valentia Bay, he would cause a *feu-de-joie* of a hundred guns to be fired in the Park, unable to restrain his enthusiastic feelings, or fearful that the news might not prove as propitious as he desired, let off his salute late in the afternoon, causing many to believe that the anxiously looked-for good news had actually been received. The proposed illumination of the Merchants' Exchange and various other projected demonstrations of joy at the completion of the Telegraph, were very prudently and properly deferred until more definite intelligence shall have been received from Trinity Bay. In the meanwhile popular enthusiasm is at fever heat, and from every part of the country we have news of the spontaneous outburst of exultant gratitude at what has been done. Not the least remarkable exhibition of this excited feeling, was that at the assemblage of a party of grave divines, in the quiet town of Andover, in Massachusetts, who stopped in the midst of their dinner to sing Old Hundred, and to give thanks for the joyful news. Something of this remarkable expression of universal joyfulness is owing, doubtless, to the unexpectedness of the news; for after all there is nothing so wonderful in the mere accomplishment of an undertaking which has so long been regarded as entirely feasible by men of science and practical mechanics. While New-Orleans and St. Louis are within five minutes' call of New-York, there is nothing startling in bringing London and Paris within two or three hours' reach. But the making, certain what was before only regarded as possible, causes the imagination to stagger under the crowd of contingent advantages which may be the result of this vast enterprise. What the effect of the actual union of Europe and America must be, so far as transmission of intelligence goes, time alone can tell; but it can hardly be possible that there should ever be a war between two nations who are so united as England and the United States will be.

The sudden interruption of all communication with Trinity Bay, so soon as the first dispatch from Mr. FIELD was received, and before any intelligence of the arrival of the *Agamemnon* could be obtained, was most unfortunate. The public mind has been kept on the stretch of expectation for more than 24 hours, and we have nothing more positive to communicate now than we had yesterday.

Suum Cuique.

If to have discovered a wild new world has rendered the names of COLUMBUS, AMERIGO, CABOT, immortal, assuredly some portion of enduring fame is due to those who have just now bound the New World to the Old in a bond of intimate thought and friendly communion. Indeed, regarding the now happily successful enterprise in its American origin, and its indebtedness to American energy and resolve, unconquerable even amid what seemed to be mortal reverses, we might, indeed, assume to ourselves the bulk of the inestimable honor; and tolerate the enthusiasm of the College Sophomore who should see in the event a young and vigorous craft, newly built, newly equipped and furnished, buoyant with life, and hope, and vital with inexhaustible energies, throwing a line and taking in tow an effete and senile squadron of Old World ideas and Old World decrepitudes. But any such outburst of vanity and prejudice could be pardonable only in the College-boy. The man of calm and unprejudiced judgment will find the question profoundly difficult of solution, to whom the balance of credit fairly belongs. None perhaps will dispute that to the early courage and undaunted perseverance of Mr. CYRUS W. FIELD, and to the unflinching support of Mr. PETER COOPER, of this City, the merit of originating and urging the experimental part of the undertaking to a point ensuring financial success, is eminently due. The suggestion of a trans-oceanic line had been suggested in England, only to be abandoned as impracticable. Here the doubtful question was taken up for definite solution; the men we have named staked upon it their lives and fortunes; and the devotion of years has resulted in triumph. To them, therefore, the first place in a republican order of merit properly belongs. Next to them, it is impossible to award an excess of praise to the British capitalists who have pursued the enterprise through cloud and sunshine to its fortunate conclusion. No disaster discouraged them; no loss, however formidable, dismayed them. A mature confidence that the attempt must eventually succeed, and a resolve, at all cost, to be identified with its triumph, animated them from first to last. It would be difficult to find in the history of human enterprise, a more honorable display of liberality and courage than was exhibited at the recent meeting of the Directors, after the return of the *Niagara* to Ireland, when a fresh effort, at so late a period in the season, and after such overwhelming defeats, was resolved upon. The fact has no parallel save in the search for the lost FRANKLIN.

But, while capital thus played its part, science figured in one no less creditable. To MAURY belongs the credit of designating the practicable submarine plane, upon which the Cable rests; to BERRYMAN, the credit of verifying the fitness of the plane for the purpose, by extended, repeated, and conscientious examinations. To Messrs. WHITEHOUSE, BRIGHT and BENTT must be assigned a vast measure of approbation for the protracted, ingenious, and conclusive experiments, and the thorough experience and sound judgment which they brought to the construction of the Cable, to the composition of the batteries, magnets, and other machinery of Telegraphs, and to the machinery employed in lowering the wire to its submarine couch. Nor in this wholesale vote of thanks are we to overlook the munificence of the English and Colonial Governments, and of the Government of the United States in their concessions to the enterprise; nor the splendid recognition which the claims of Prof. MORSE have met with at the hands of the French Emperor. All these are elements of aid and encouragement absolutely indispensable to the venture; and they have been as generous as they were well-timed.

Such are the participants in the fame which time will award to the creators of the Atlantic speaking and writing cable. How large the dividend each will receive it is impossible to pre-calculate. Posterity will indubitably look back with envy at the men of this generation who lived when the deed was achieved, and witnessed it. With what veneration must they regard *its* authors and finishers.

Alleged Frauds in the St. Louis Election.

The charge is made by the St. Louis *Democrat*, on the part of Mr. BLAIR, and denied by the *Republican*, that he has been defeated by spurious voting, and a lively controversy has arisen on this point, the drift of which may be gathered from articles copied in this morning's TIMES from those papers respectively. Some of the facts tending to throw light upon the case may be found in the following figures:

When BLAIR ran for Congress in 1856, the entire vote of his district stood as follows:

Blair	9,035
Kennet, Know-Nothing	5,849
Reynolds, Democrat	2,181
Total	13,765

At the election on Monday, the vote of his district stood as follows:

Barret, Democrat	6,718
Blair, Republican	6,123
Breckenridge	5,289
Total	18,130
	13,765
Difference in aggregate vote	4,364

Mr. BLAIR's vote was very nearly the same on Monday last, that it was two years ago. He gained 87, while BRECKENRIDGE gained 260 over KENNET's vote in 1856. Substantially then the Republican and American strength was without change, while the Democratic candidate runs ahead of the vote of his party in 1856 by 4,364, more indeed than the entire Democratic vote of that year.

The American vote was considerable, falling short of Mr. BLAIR's only by 833. As it is conceded that on the question of Emancipation the Republicans and Americans did not differ, it seems strange that their forces could not be united sufficiently to beat a candidate who goes in with a majority of 4,000 against him. It is stated, how truly we know not, that Mr. BLAIR's friends gave umbrage to the Americans by openly courting the foreign vote, which in St. Louis is very large, and by exhorting the Irish to rally for the purpose of "crushing the Know Nothings." The Irish did rally, and with crushing effect, as the Republicans found when the votes came to be counted.

We see it intimated that Mr. BLAIR may conclude to contest the election of BARRETT on the ground of spurious voting.

CANADIAN POLITICS—RESIGNATION OF THE BROWN MINISTRY.—Mr. BROWN enjoyed the Premiership but a very short time. On Monday his Ministry was announced. A no-confidence motion passed the Legislative Council the same day, and the House of Assembly on Tuesday. Mr. BROWN then appealed to the Governor-General for a dissolution of Parliament and a new election. Sir EDMUND HEAD refused. On Wednesday the resignation of the Brown Ministry was announced, and Mr. GALT, the member for Sherbrooke, was sent for to form a new Administration. Mr. BROWN will, doubtless, let Sir EDMUND and the new Ministry hear from him occasionally.

An Old Impromptu Slightly Altered for the Present Occasion.

The news from two Continents now,
Is sent through the depths of the sea,
While the fishes, all wagging their tails,
Cry, Gracious, how wise we shall be!

Amusements.

THE MAMMOTH FESTIVAL.—With weather like the present to make us yearn for green fields and cool breezes, the mere promise of a pic-nic is something with which to invigorate the wilted fancy. Our readers must not forget (it is scarcely likely that they will) the Mammoth Musical Festival which stands good for Monday, Tuesday and Wednesday of next week. The grounds were never in such admirable condition; the sward never so green and fleshy. Every arrangement has been made to secure a perfect entertainment, and of the kind it will unquestionably be the best we have ever had in this City. The first day's proceedings include a concert with the Colossal Orchestra, an exhibition of physical perfection by a company of acrobats, a quantity of dancing, provided the dancers are in the vein, (five full bands are provided,) a general illumination by means of the Calcium light, and a grand display of fireworks by Messrs. EDEN. We would suggest, with regard to the latter, that a piece be introduced commemorative of the successful submersion of the Telegraphic cable. It would hit the taste of the moment and be in itself an attraction.

A SECOND EDITION OF THE RUTLAND CONVENTION.—A call is in circulation for a "Philanthropic Convention, to overcome evil with good"—to be held at Utica on the 10th, 11th and 12th of September. It is understood that the purpose of this gathering is similar to that of the demonstration at Rutland, Vt., held in June. The leading spirit in the Utica affair is ANDREW JACKSON DAVIS, but it will not be wholly spiritual. The Free-Lovers are preparing for a new exhibition, on a large scale. The Convention is to be a "free" one, but with "philanthropic" tendencies. It will probably be a rich occasion.

City Items.

MASONIC.—St John's Lodge, No. 1, having existed one hundred years, holding its warrant under the jurisdiction of the Grand Lodge of the State of New-York, of which the M. W. JAMES JENKINSON, Esq., is Grand Master, and after the union of the two grand Lodges in June, there then being in the State three Lodges of the same name, this Lodge deemed it proper and have adopted the name of the Lodge of Antiquity, No. 11, the number being the first junior vacant number in the list of Lodges to which, by the Articles of Union, it was entitled. The principal officers of the Lodge are Vincent W. Bate, Master; Edward Cook, Chaplain; John G. Beck, Senior Warden; Thomas Dugard, Junior Warden; J. Theodore Baldwin, Secretary; William W. Nexsen, Treasurer.

ANOTHER LIBEL.—The publishers of the *Sunday Mercury* were yesterday notified to appear before Justice OSBORN and answer a charge of libel, preferred against them by Street Commissioner EDWARD COOPER, who complains of an article in the *Mercury* of the 1st inst. charging him with being pecuniarily interested in furnishing materials for the completion of the new Tompkins Market. The Justice required the parties to furnish bail for their appearance to answer the charge.

FOUND DROWNED.—Coroner PERRY held an inquest, Friday, upon the body of an unknown man found in the North River, near Castle Garden, and the Jury rendered a verdict of death by "drowning." Deceased was dressed in blue overalls, blue satinet pants, blue striped shirt, cowhide shoes, and is believed to have been a longshoreman. The body appeared to have been in the water about ten days.

The Republicans of the Tenth Ward have opened the canvass by the formation of a club in aid of the regular organization. They design to hold frequent meetings, and, by means of speakers and documents, to stir up the ranks. The officers are: H. S. SMITH, Chairman, and WM. ALLEN, Secretary.

The following report was made at the Central Park Police Office, last evening:

"CENTRAL PARK, Third Beat, Friday, Aug. 6, 1858.

* * * * * * *

'At 5.45, 'the balloon of Queen of the Air,' from Paterson, N. J., came to anchor near Eighth-avenue, at Sixty-third-street, discharged ballast, took in water, and at 5.55 weighed and stood to the southward and eastward, in good order and all well.

WM. H. BARKER."

The Pacific Mail Steamship Company are preparing to start a weekly line of steamers to California. On the 20th instant they send the steamers *Star of the West* and *Granada*.

LATEST BY TELEGRAPH.

THREE DAYS LATER FROM EUROPE.

Arrival of the Prince Albert at Halifax.

FURTHER FROM INDIA AND CHINA.

Cotton Easier—Breadstuffs Dull—Consols 95 3-4@95 7-8.

By the American Telegraph Co.'s Lines—Office No. 21 Wall-street.

HALIFAX, Friday, Aug. 6.

The screw steamship *Prince Albert*, Capt. WATERS, from Galway at midnight of July 27, arrived off Halifax harbor yesterday afternoon, and reached her dock here at 9 o'clock this (Friday) morning.

The advices by this arrival, by mail, are to the evening of the 26th ult., from Liverpool, and by telegraph from Liverpool and London to noon of the 27th.

The R. M. steamship *Arabia*, from Boston, *vid* Halifax, arrived at Liverpool at 8 P. M. of the 24th.

There is no news of particular importance by the *Prince Albert*.

Ex-President FRANCE and lady arrived at Gibraltar from Cadiz on the 16th of July, and sailed again on the 17th in a French steamer for Marseilles.

A serious gale had been experienced in England, doing considerable damage.

The shipping on the coast near Liverpool had suffered considerably from it, but no American vessels had been reported as injured.

Mr. BARNES, lately acting British Consul at Naples where he took a prominent part in the Cagliari affair, has been appointed Consul at Richmond, Va., *vice* Mr. G. P. R. JAMES, who takes the Consulate at Venice.

It had been officially announced that Queen VICTORIA and Prince ALBERT would pay a private visit to their daughter, Princess FREDERICK WILLIAM, at Potsdam, in August.

The customary Ministerial white-bait dinner at Greenwich, in honor of the approaching prorogation of Parliament, took place on the 24th. All the Ministers were present.

The returns of the British Board of Trade for June show a continued falling off in exports, though not to the same extent as previous months, the diminution being £389,000 from June, 1857.

Count CAVOUR, the Sardinian Minister, had been on a visit to the Emperor NAPOLEON, at Plombieres, and a conference between them on the affairs of Italy is said to have taken place.

A Berne telegram says a Committee of the Council of States has unanimously recommended the rejection of the application of the Genoese Government against the expulsion or sending into the interior of political refugees.

The trial of SALERNO, of Baron NICOTERA, and others, charged with a revolutionary attempt last year, had resulted in seven prisoners being condemned to death, several others to twenty-five years in irons, some to less severe penalties, and many were set at liberty. Orders had been issued to suspend sentence of death, and it was thought the sentence would not be carried into effect.

LATEST BY TELEGRAPH TO GALWAY.

[We are indebted to Mr. LEVER, the gentlemanly proprietor of the Galway line, for the latest news by telegraph to Galway, which is appended.]

LONDON, Tuesday, July 27.

The *Times* city article of Tuesday morning says: "The funds opened yesterday at a decline of ⅛, but closed with a partial recovery.

The Calcutta and China letters will be delivered this morning.

In the House of Lords, last night, Lord LYNDHURST called attention to the right of search question, and asked for the correspondence relative to the negotiations on the subject with the United States.

Lord MALMESBURY said that an arrangement calculated to put a stop to the traffic in slaves under the cover of the American flag, and at the same time to avoid all causes of misunderstanding between the two nations, was in course of preparation, and would, he believed, accomplish the desired object.

Baron ROTHSCHILD took his seat to-day in the *House of Commons amidst loud cheers.*

From the Second Edition of the London News.

Advices from China are to the first of June and contain full accounts of the capture of the forts in the Peiho.

Negotiations having failed, the Chinese were attacked on the 19th May by the English and French, and the forts captured with much loss. The Chinese fought well. Ninety-eight guns were captured. The loss of the enemy is supposed to be very heavy.

The India dates are of Calcutta to June 19th. Oude was still very unsettled. The heat was terrific, and the British troops had suffered greatly. The sun has been more deadly than the enemy. The troops are being housed until the fierce heat is over. The season is the hottest known for twenty-five years.

LIVERPOOL, Tuesday, July 27.

The steamship *Anglo-Saxon*, from Quebec, was off the Irish coast this morning, and is expected here to-night.

Commercial Intelligence.

LIVERPOOL COTTON MARKET.

LIVERPOOL, Tuesday, July 27.

The sales of COTTON on Saturday noon and Monday were 14,000 bales, of which 1,000 bales were to speculators and 1,000 bales for export. The market closed quiet but steady yesterday. Messrs. RICHARDSON, SPENCE & Co. say prices of all qualities are easier, though quotations are unchanged, while other authorities call the prices slightly lower. The estimated sales of to-day are 6,000 bales, the market closing dull, and buyers demanding a reduction.

LIVERPOOL BREADSTUFFS MARKET.

Messrs. RICHARDSON, SPENCE & Co. quote FLOUR dull and prices nominally unchanged. WHEAT dull, but steady at last quoted rates. CORN has declined slightly; White Northern, 32s. 6d.

LIVERPOOL PROVISION MARKET.

The Provision Market is generally unchanged and steady. LARD is firm, at 57s. for refining.

LIVERPOOL PRODUCE MARKET.

SUGAR is very firm, and prices are 6d. higher. COFFEE is quiet, and rates unaltered. ASHES are quiet, at 33s. for both Pots and Pearls.

SPIRITS TURPENTINE is heavy at 40s.

RESIN is steady at 4s.@4s. 1d. for common.

LONDON MARKETS.

LONDON, Tuesday, July 27.

BREADSTUFFS are dull, but generally steady. SUGAR is firm and prices slightly higher. COFFEE dull. RICE steady. TEA firm, but without any motion. SPIRITS TURPENTINE dull at 38s.@39s.

LONDON MONEY MARKET.

LONDON, Tuesday, July 27—Noon.

CONSOLS are at 95⅜@95¾ for both money and account. MONEY continues easier. STOCKS better.

News From Kansas.

THE ELECTION—HEAVY VOTE AGAINST THE ENGLISH PROPOSITION—INDIAN SKIRMISH, &C.

ST. LOUIS, Friday Aug. 6.

Leavenworth advices of the 3d, per steamer *Ben. Lewis*, to Booneville, 5th, have been received. Atchison County gives 227 majority against the English proposition; Doniphan County gives 568 majority against it; Quindaro gives 16 votes for, and 146 against the proposition; Easton, 41 for the proposition and 60 against it: Delaware gives 65 for and 100 against the proposition. The majority in Leavenworth County, as far as heard from, is 1,614 against the proposition. The vote in Larimer was 4 accepted, 718 rejected; and in Franklin, 3 accepted, and 75 rejected. The roads are in very bad order and the returns come in slowly.

A skirmish took place about the 20th of July, in the immediate vicinity of Fort Kearney, between a small war party of Cheyennes and Arrapahoes, and the Pawnees. The assailants succeeded in surprising a party of Pawnees, killing three—among whom was the chief, and carrying off a large band of horses. A considerable force of Pawnees afterwards pursued the Cheyennes, recaptured their animals, and wounded several of their adversaries. There were 1,000 Pawnees assembled near the post for peaceful purposes.

General HARNEY proceeds to St. Louis to-morrow to take command of the Department of the West. Major BUELL, Capt. PLEASANTON, Surgeon WRIGHT and Father DESMELL returned with the head quarters. Major BAKER's battery arrived this morning.

State Temperance Society.

ALBANY, Friday, Aug. 6.

The quarterly session of the State Temperance Society will be held at Utica on the 11th and 12th inst. Friends of Temperance throughout the State have been invited by a call to attend, as the meeting will be of importance. Western exchanges received at noon, are crowded with congratulatory paragraphs at the arrival of the Telegraph Cable.

Destructive Fire in Waterbury, Conn.

WATERBURY, Conn., Friday, Aug 6.

A destructive fire broke out in this city between 1 and 2 o'clock this morning, completely destroying the main building of the extensive brass and copper rolling mills of BROWN & BROS., situated near the Naugatuck Railroad Depot. A great amount of brass and copper stock in the mill, all belonging to the firm, was destroyed. Nothing, with their contents, valued at $40,000 was insured, entirely unknown. The surrounding buildings, owing to the stillness of the atmosphere, suffered no injury. Messrs. BROWN BROTHERS lose in from $70,000 to $100,000, $30,000 of which is covered by insurance. The fire is supposed to have been the work of an incendiary.

FROM WASHINGTON.

Diplomatic Movements—Troops in Washington and Oregon Territories—The Treasury, &c.

Special Dispatch to the New-York Times.

WASHINGTON, Friday, Aug. 6.

Mr. YANCEY, of Georgia, has received his instructions, and will leave in a few days as Minister to Venezuela.

A New-Yorker who hails from Indiana, a special friend of Senator BRIGHT's, receives the appointment to the Argentine Republic.

The Department of State has no information that General JONES is accredited here as a public agent of Nicaragua. Q.

[FROM THE REPORTER FOR THE ASSOCIATED PRESS.]

WASHINGTON, Friday, Aug. 6.

Two thousand troops, equipped with the most effective arms known to the army, will soon be in the Territories of Washington and Oregon, and make a vigorous Fall and Winter campaign against the hostile Indians. General HARNEY will command the operations.

The receipts into the Treasury for the quarter ending on the 30th of June, were over $23,000,000, including $9,800,000 from customs, and $12,800,000 from Treasury notes. The expenditures for the same period were $23,730,000, including nearly $4,000,000 for interest on the public debt and the payment of Treasury notes.

Our Washington Correspondence.

CAMEO CUTTER VS. SIGMA—ANOTHER SIDE TO THE STORY OF "DIFFICULTIES IN THE NEW-YORK CUSTOM-HOUSE"—SIGNS AND WARNINGS IN THE HEAVENS—MR. SCHELL'S UNFORTUNATE COALITION.

From An Occasional Correspondent.

WASHINGTON, D. C., Thursday, Aug. 5, 1858.

Again the clouds are gathering here, and already the birds of evil omen have come forth to shriek. Over the doomed heads of every federal officer in the City of New-York the sword of DAMOCLES is suspended by a single hair,—and yet, in the madness of personal rivalry, *against* this "single hair" the men who stand below the sword are striking. Can they never be made to understand—will no counsel of friends—no suggestions of common sense convince them, that, with the removal of Mr. SCHELL, (towards which they are so frantically striving,) there will be forced on Mr. BUCHANAN the necessity of letting the guillotine descend on *all* who have taken part in this work of disorganization and disorder?

To all dispassionate lookers on, the sun at noonday is not clearer; and yet, in the letter of "Sigma," published in your paper of this date, and bearing only too many earmarks of its origin, we find folly courting folly's fate, and infatuation pressing with eager breast against the muzzle of the gun, to have the pleasure, forsooth, of playing with and tinkering the trigger! In all seriousness, in all candor, and not without sorrow for some friends amongst them, we assert, and have the means of proving, that the instrument so rashly played with will explode when least expected, and scatter destruction in those ranks where only the death of enemies is hoped for. If my previous letters are recalled it will then be understood both how and why *such* a necessity would be by no means disagreeable to the President.

All doubtful points apart, let us examine this pronunciamento of the so-called "Four members of Congress" (who will prove *five* on a little inquiry) as to points in it about which no doubt can possibly exist. It is an elaborate attempt to remove from their own shoulders the odium of having retained in office hundreds of political drones and wasps who should never have been appointed,—thereby directly excluding hundreds of live, energetic Democrats who alone have held the organization together for the past four years, and who are *entitled* to appointment, not as a mere matter of favor, but by a right not less justly founded than that under which these five members of Congress themselves draw salary. Mr. KELLY, at least, has not been rich so long that he should thus early have failed to consider the embarrassments entailed on humbler and less splendidly-rewarded fellow-workers by disappointment as to the reception of places promised them and expected. He certainly knows the sweets of getting all he was ever supposed to be entitled to, and should, therefore, hesitate before inflicting on others a pain which the prodigal generosity of the Democratic Party, in his particular case, has left him unable to appreciate. Twice Alderman, and twice elected to Congress, it may be literally said of him that he owes all he is to his political connections; and he, more than any, should reflect that there are thousands of humble Democrats with equal, or even stronger, claims who would gladly receive education and support under the like favorable circumstances with himself. He should not always fail to stand by those who stood by him when he needed assistance; and should he forget all his other associates as readily as he forgot Judge O'CONNOR and JOHN QUINN, his two earliest and most faithful friends, he will soon find few to regret that fate which ingratitude of this kind never fails to earn.

The best evidence that Mr. KELLY is deep in the present movement against your Collector may be found in the peculiar pains taken by the scribe of the four members to assure the public that "Mr. KELLY has nothing to say to it." If this were really the case, the "Four members" would be at special pains to make it appear that he was hand and glove with them; but as it is important for their purposes that the *fifth* man should carry water on both shoulders, we twice find Messrs. COCHRANE, WARD, SICKLES and MACLAY pointed out as the four members in opposition. If KELLY were really hostile, every interest would make these four desire it to appear that he was their sincerest friend. But Mr. SICKLES, we suppose, is quite self-conscious enough to be aware that no more damaging accusation could be leveled against the "*fifth*" or any other man's political character.

"Sigma" has been careful to assure us that the protests of the Four against many of the contemplated removals are "now on file in the Treasury Department." He might with truth have gone farther and stated that the Four (including another) were determined that "no changes of any kind" should be made, unless made at their own high dictation. It is just the same thing to oppose a removal as to oppose an appointment, and if "Sigma" will tell us any means of putting a second hundred apples into a box already filled and only capable of holding a hundred, without removing the hundred already in, we confess he will have taught us a "rule of three" which only this political *Rule of Four* could ever have made possible.

It is felt here and bitterly regretted amongst those who wish to see the Democracy of the Empire City strong, united and commanding that influence to which their numbers and position should entitle them, that but for Mr. SCHELL's unfortunate coalition with FERNANDO WOOD those difficulties could never have arisen, nor could Messrs. SICKLES and HALL have retained the vantage ground which now affords them the means of embroiling Mr. SCHELL with HOWELL COBB and HOWELL COBB with the President. It was this unhappy coalition which drove such men as R. J. DILLON, J. M. MARSH, GERSHOM COBB, J. Y. SATAGE, Jr., NICHOLAS DIMOND, H. F. CLARK, P. W. ENGS, PETER B. SWEENEY and others of like mark and resolution, either openly to oppose your Collector in his suicidal course, or to remain neutral in a struggle of which Messrs. SICKLES and HALL have reaped the exclusive benefit. Had it not been for the alternative of perpetuating the power of the late Mayor, the antecedents of the two last-named gentlemen would have excluded them from political fellowship.

But as it is—and to this point I recur in the sincerest spirit of friendly warning—the President is well aware that all other federal officials in the City of New-York—Mr. SCHELL alone excepted—have complete control over their own departments, and can remove or appoint without "consulting" any other authority than their own sweet fancies. The Collector from his position is supposed to be the immediate representative of the President; and Mr BUCHANAN has determined that Mr. SCHELL's action shall not be held in check at every turn by the peevish and interested remonstrances of subordinates who have "eaten up all their own cake" and are now crying, like sorehealed children, for "slices all round" from the untasted pudding of their elder brother.

I have no time for more at present; and seriously commending the above remarks to the attention of all who may be concerned,

I remain, very respectfully,

A CAMEO CUTTER.

THE FRASER'S RIVER AGENT—INSTRUCTIONS TO MR. NUGENT—THE INDIAN WAR IN OREGON.

WASHINGTON, Thursday, Aug. 5.

I learn that the instructions to Mr. Nugent, who left in the steamer to-day, requires him to con-

ATLANTIC TELEGRAPH.

The Complete Success of the Enterprise Undoubted.

Interruption of Telegraphic Communication with Trinity Bay.

How the News is Received in the City and Throughout the Country.

GENERAL REJOICING.

HALIFAX, N. S., Friday, Aug. 6.

The orders of the Associated Press to hold open the lines between New-York and Trinity Bay, N. F., last night were received and complied with as far as this Province, but from some unexplained cause the Newfoundland Line closed, or at least ceased to work early in the evening, thus cutting off all communication with the cable at Trinity Bay. We have as yet no communication this morning with the Trinity Bay telegraph office, and have, therefore, nothing important to communicate in addition to the satisfactory report of yesterday from Mr. FIELD. Our last advices left the engineers and their assistants employed in getting the cable ashore at Bay of Bull's Arm. No doubt was entertained but that the *Agamemnon* had arrived at Valentia Bay, but as the telegraphic instruments for the transmission of intelligence have never been put on board of either vessel, there can be no actual communication, except by signals, until after both ends of the cable shall have been connected with the shore, which may require several days.

Interruption of Communication over the Land Line in Cape Breton.

PORT HOOD, (Cape Breton,) Aug. 6—8 P. M.

Early last evening the line between this place and Baddeck ceased to work, and has but just been repaired, and we now learn that the line is also down east of Baddeck and between there and Aspee Bay, which is the point where the Newfoundland Cable is connected with the land line. Active measures have been taken to have the line put in order, but this may occupy all day to-morrow, owing to the long distance between the telegraph stations and the nature of the country to be traversed.

Numerous communications passed to and from Trinity Bay yesterday before the line went down here, and there is not the slightest reason whatever to doubt the truth or genuineness of the dispatches from Mr. FIELD, as published yesterday, and the rumors of deception, trickery, &c., &c. have not the least foundation so far as we know or believe. The most perfect reliance is felt here and at every station upon the lines, that the Atlantic Cable had been successfully submerged between Ireland and Newfoundland, but there is no good reason to believe that the cable can be got in readiness to convey messages before the early part of next week, and by that time, at farthest, the land wires will be put in perfect order, and will be kept so.

The President's Response to the Dispatch of Cyrus W. Field, Esq.

PHILADELPHIA, Friday, Aug. 6.

The President has given permission to the Associated Press to copy the messages referring to the opening of the Telegraph Cable:

BUCHANAN, PENN., Friday, Aug. 5.

To CYRUS W. FIELD, *Trinity Bay:*

MY DEAR SIR: I congratulate you with all my heart on the success of the great enterprise with which your name is so honorably connected. Under the blessing of Divine Providence I trust it may prove instrumental in promoting perpetual peace and friendship between the kindred nations.

I have not yet received the Queen's dispatch.

Yours, very respectfully,
JAMES BUCHANAN.

Dispatch from Cyrus W. Field, Esq., to Mayor Tiemann—The Mayor's Reply.

The following correspondence is telegraphic:

TRINITY BAY, Thursday, Aug. 5, 1858.

Mayor of New-York:

SIR: The Atlantic Telegraph Cable has been successfully laid.
C. W. FIELD.

MAYOR'S OFFICE,
NEW-YORK, Friday, Aug. 6, 1858.

Cyrus W. Field, Esq., Trinity Bay:

SIR: Your dispatch has been received. I congratulate you myself, and for the people of this City, on the success of the great work of uniting the old and the new worlds by the electric telegraph. Science, and skill, and perseverance have finally triumphed.
DANIEL F. TIEMANN.

THE GENERAL REJOICING.

How New-York Felt and Talked Yesterday —Telegraph Offices Illuminated—One Hundred Guns in the Park and a Great Time Generally.

The success of the Atlantic Telegraph,—so excessively unexpected, and beyond the anticipations of any man who claimed even more than an ordinary reputation for sagacity, had its due effect upon our citizens yesterday. Perhaps it was more subdued than on the previous evening, and they did not manifest their joy in such wild extravagance of jubilation. After the blow comes the recoil. After the shock, the stun and the recovery. So yesterday, we took it philosophically, accepted it as the triumph of the century, or the centuries,—looked back upon COLUMBUS, and *wondered what would be his thoughts, if he knew it*, and went about our business. But into the busiest moments *the thought would intrude that the* Atlantic Cable was laid. Merchants sold goods by wholesale, and *book-keepers balanced books on account thereof*, but the Atlantic Cable, deep as it was sunk in the ocean, was uppermost *in their minds*.

The ceremonies of yesterday were almost of a private nature. Of course New-York must do something, and she did it. The Mayor ordered one hundred guns to be fired in the Park, and they were fired. Two telegraph offices in Wall-street, and one in Madison-square,—House's line—were illuminated. A transparency from the Merchants' Exchange proclaimed that "*The triumph of the Ocean Telegraph unit a new bond of union with a kindred people. Honor to the energy and perseverance of Cyrus W. Field.*" The American and English flags waved together in fervent amity. The Stars and Stripes entwined themselves lovingly with the Union Jack, and the spectators shouted applause.

Otherwise, nothing was done beyond universal congratulation. Everybody shook hands with everybody, and pledged the Telegraph in their own fashion. It was understood that the occasion was too great to be hurriedly dispatched, and that New-York, as the Metropolis of America, was to wait for her jubilant festival, her wild exultation, her gigantic holiday for *the gigantic triumph, till the electric flash* had really united the two countries, till the Queen had talked *under the ocean to the President*, and the President replied to the Queen—till London and Liverpool and Manchester were ready for the occasion—and then such a jubilation as was never yet seen! Such were *the thoughts of our citizens yesterday*, and our City will speak for herself some day next week.

But the Cable was the thread of every argument yesterday. Men did talk of other things, but their conversation, like ships at anchor, always swung round at last and pointed to the Cable. In the morning it was the chosen, selected and exclusive topic of all. Business men surrendered to it at discretion. Ladies lingered the goods they were selecting longer than usual, talking half the time of the Telegraph. The loafers on the grass in the Park, as if impatient that the thought of it, even they could not be rid of. Having talked of nothing else since Thursday noon, having supped on it, dreamed of it, breakfasted on it, people stalked out into the streets after dinner, panting as if for lack of air; hoping in the scraps of conversation they might hear to find something to divert their attention. The nervous feared they would grow monomaniacs; the Cable had chafed a channel into which every fancy rushed, as the water after a terrible rain tears into a gully in the bank, endangering the foundations. Would not somebody speak of the weather? Would nobody trot out his hobby and relieve them?

It was refreshing to hear a group talking of poor BARNUM. It was a chaste, said the speaker, to shave a sandpaper and set him to cobbling shoes, for telling what he believed to be true, even if it were libelous! Nonsense, rejoined his companion, this sympathy for libelers is morbid and wretchedly demoralizing. *No man's character is safe*,—divorces would grow up like mushrooms, if you let such carrion loose. And then to think, chimed in number 3, that these lying libels may, the day they are published, be shot over to Europe and down almost to Cairo by telegraph.

There were great hopes of a chance gathering of venerable medical men, all members of the Academy of Medicine's Committee on "City-made Milk." Certainly no cooler, more dignified, more composed, or slower trinity ever met. The Board of Health, in June, had asked their advice on the question that then absorbed all attention, "Was Swill-Milk a Poison?" In July the Academy had voted to appoint the Committee. At the August meeting the Committee had invited all members in good and regular standing to furnish well authenticated facts, and by next Spring there is hope of a feeble report. Surely such men would avoid fast topics. "The great question," said Dr. O. is, "Whether Caseine, in excess, is really a detriment?" Would it not be well wondered Dr. L., to correspond with some of the German physiologists—if it could only be done by the telegraph—and the next question was "Had the *Agamemnon* been heard from?"

A party around with tooth-picks came out of a restaurant, where they "charge extra for their potato-bread," discussing the delicious coolness of the gooseberry Heidseck, and the virtues of the burnt bean-coffee that set them on their legs again after so long a session, but unfortunately, one alluding to the plum-pudding, suggested the Plum-Gut dispatch, in which our obscure neighbor of the *Herald* had rushed the *Agamemnon* up Valencia Bay a day ahead of time, and our knights of the tooth-picks charged in full force upon the Cable.

At the corner of Broome and Broadway there was quite a gathering of men—some dozen in all—of whom only 11 are seeking the nomination for Congress, the twelfth being bound to sit in the City Inspector's chair and handle the stealings of that noble department after the 1st of January next. Our sanitary reformer was cursing the stupidity of our sanitary regulations, which wickedly allowed 536 children to die last week—56 more than the week previous, even. Were the City decently kept, said he, not one in five of these innocents should have died. It is worse than Paris; London is— "By the way," asked Mr. BROWN, have they got anything later from the *Agamemnon?*"—and the handle of the sanitarian was off.

A clipper-rigged reformer in front of STEWART'S had button-holed Mr. Firkin on what, reformer thought, was Firkins' only weakness out of Wall-street—the blindness of City Justice. Here, said he, "PAT DAWSON goes up for three months only—the keeper of a slave pen that would disgrace Western Africa, while JOHN WILLS went up last Thursday for three months for stealing a brass key worth 10 cents! and JOHN DOYLAN the same day goes up for six months for stealing four cents and knocking some pennies out of a man's hand, as he was counting them!" Firkins' eye in fine phrenzy rolled, as he thought how much he could make by knowing the price of Russian tallow a month in advance. "Six months," he exclaimed, "for stealing four-pence; by George! what punishment then would suffice for the wretch who should cut the Cable!"—and the clipper-built reformer saw that he was off.

The Cable bewitched everybody. The jewelers displayed their charms of cable-sections, and sold all day as if it had been in the midst of the holidays. A newsboy dashed his somewhat damaged head-piece in the gutter, and dashed off in the prospect of his increased gains, to negotiate for a shilling beaver that had long tempted him at a hatter's just above GRIER'S. The children that went out pic-nicing came back waving their flags, hurraing for the cable. Householders preparing to go into the country emptied their straw-beds in the streets, and the boys kindled them up into cable bonfires. The Cable, before it had been down a day, had bound all thoughts—all our people. There would be a terrible prostration if it should turn out that, after all, the other end had not been made fast.

Telegraphic Reports.

THE NEWS THROUGHOUT THE STATE.

ALBANY, Friday, Aug. 6.

The interest in the Telegraph cable continues unabated, and every issue of the papers is looked for with anxiety. Much disappointment was felt this afternoon at the failure to receive further news from Trinity Bay. To-night the Telegraph Office and *Evening Journal* Building are brilliantly illuminated, and variegated lamps are suspended from the Telegraph posts in the city. The illumination attracts much attention, and great enthusiasm is manifested.

TROY, Friday, Aug. 6.

Two hundred guns are being fired here this evening in honor of the successful laying of the Atlantic Cable. The telegraph office is brilliantly illuminated, as are also the newspaper offices of the *Budget*, *Whig*, and *Times*, and other places of business and private residences. Bonfires are blazing, bells are ringing, rockets and fireworks generally are being set off in profusion, and there is a general rejoicing.

UTICA, Friday, Aug. 6.

This evening the Morse Telegraph Building in this city was brilliantly illuminated and decorated with the American and British flags, in honor of the laying of the Atlantic Cable. The *Herald* and *Evening Telegraph* newspaper offices, and other places of business, were also illuminated, as was also the office of the American Express Company, and bonfires were numerous in the streets. An immense crowd gathered near the Morse Telegraph Office, and Hon. THOS. R. WALKER was called to preside. Brilliant speeches were made relative to the great achievement by Rev. Dr. LINCOLN, Mayor CONKLING and Ex-Governor SEYMOUR. The Utica Brass Band discoursed triumphal music. Guns were fired, and a fine display of fireworks closed the celebration, which was impromptu, but spirited and general.

SYRACUSE, Friday, Aug. 6.

Several public buildings and many private offices are brilliantly illuminated. A brass band serenaded the telegraphers, and a military company paraded in honor of the occasion. Bonfires were lighted, cannon fired, and several *spirited speeches were made* upon the balcony in front of the telegraph office, and *hearty cheers were given for the Atlantic Cable*, Queen VICTORIA and Mr. CYRUS W. FIELD.

ROME, *Friday*, Aug. 6.

The success of the Atlantic cable was celebrated in Rome to-night by *bonfires, firing of guns, illuminations*, etc. The *Sentinel* and Citizen and Morse Telegraph offices, and other places, were *brilliantly* illuminated, and the Rome Brass Band played many airs on the balcony of the Morse Telegraph office. There was a great turn-out

ROCHESTER, Friday, Aug. 6.

A feeling of glorification, in connection with our sister cities, also seized our citizens this evening, and much excitement prevailed in the streets. The telegraph office was brilliantly illuminated, and *its front draped with American and British flags*. A crowd hung about the office till a late hour, mingling *their congratulations with deafening cheers*. A demonstration of the citizens generally is to come off on the receipt of the *Queen's message*.

THE NEWS IN MASSACHUSETTS.

BOSTON, Friday, Aug. 6.

The city authorities have directed the *Light* Artillery to fire one hundred guns on the Common at noon to-day, in honor of the success of the Atlantic Telegraph. All the city church bells will also be rung at the same hour.

12 O'CLOCK, NOON.—The noon hour was struck, today, on all the bells in this city connected with the Fire-Alarm Telegraph, from the office of the American Telegraph Company in Portland. This novel feat indicates the practicability of the simultaneous ringing of the bells throughout the world. The event was instantly followed by the ringing of the bells in honor of the Atlantic cable.

BOSTON, Friday, Aug. 6—10 P. M.

The office of the American Telegraph Company, in this city, No. 31 State street, and the building occupied by PALMER'S General Telegraph and News Room, No. 63 State-street, were *brilliantly illuminated*, this evening, in honor of the successful laying of the Atlantic Telegraph Cable. Immense crowds gathered around the buildings, and the greatest enthusiasm was manifested. Bands of music were in attendance and discoursed the most enlivening strains.

WORCESTER, Mass., Friday, Aug. 6.

A salute of one hundred guns and all the bells in the city were rung at noon to-day in honor of the success of the Atlantic Cable. In the evening the office of the American Telegraph Company was brilliantly illuminated, and a band of music played soul-inspiring music from the balcony of the Lincoln House. Everybody in the city is rejoicing.

NORTHAMPTON, Mass., Friday, Aug. 6.

The news of the success of the Atlantic Telegraph Expedition caused loud demonstrations of joy. Large extra editions of the *Courier* were issued, which were quickly bought up and eagerly read. A salute was also fired at East Hampton in honor of the great event.

THE NEWS IN RHODE ISLAND.

NEWPORT, R. I., Friday, Aug. 6—6 P. M.

The bells here are ringing a merry peal in honor of the laying of the Telegraph Cable, and a salute of 100 guns is being fired by the Newport Artillery.

THE NEWS IN NEW-JERSEY.

LONG BRANCH, N. J., Friday, Aug. 6, United States Hotel.

The guests of this house are overjoyed at the successful laying of the Atlantic Telegraph cable, and are going to fire at 4 o'clock this afternoon in honor of the great event.

NEWARK, N. J., Friday, Aug. 6.

The office of the New-York, New-Jersey and Pennsylvania Telegraph Company in this city is brilliantly illuminated this evening, in honor of the laying of the cable across the Atlantic Ocean. From many private dwellings fireworks are also being let off, and among the people generally all is gladness and enthusiasm.

THE NEWS IN PENNSYLVANIA.

PITTSBURG, Pa., Thursday, Aug. 6.

The Telegraph Office in this city is brilliantly illuminated, this evening, in honor of the Atlantic Telegraph. An immense crowd surrounds the office, while a band in attendance is playing national airs.

THE NEWS IN OHIO.

CLEVELAND, Friday, Aug. 6.

One hundred guns were fired here this evening in honor of the success of the Telegraph Cable.

THE NEWS IN INDIANA.

EVANSVILLE, Ia., Friday, Aug. 6.

The news of the Atlantic Telegraph success was received here yesterday, and occasioned the greatest excitement and rejoicing. Fifty guns were fired to celebrate the event.

THE NEWS IN MICHIGAN.

DETROIT, Mich., Friday, Aug. 6.

One hundred guns are being fired here this evening, in honor of the success of the Atlantic Telegraph enterprise.

THE NEWS IN WISCONSIN.

MILWAUKEE, Friday, Aug. 6.

There was much enthusiasm displayed here yesterday at the successful laying of the Atlantic Cable. All the telegraph offices, the buildings of the *Daily Wisconsin*, and many other buildings were splendidly illuminated in the evening. There were also fireworks, music, a military parade and firing of guns. It caused great sensation in the city.

THE NEWS IN IOWA.

DUBUQUE, Friday, Aug. 6.

Every one was overjoyed yesterday, when the news reached us that the Atlantic cable had proved successful. The telegraph offices, the office of the *Daily Herald*, and other buildings were all illuminated in honor of the event.

THE NEWS IN KENTUCKY.

LOUISVILLE, Friday, Aug. 6.

Great enthusiasm was exhibited yesterday, in this city, at the announcement of the success of the Atlantic Ocean Telegraphic Cable. Our people at first doubted the accuracy of the news, but when they were finally assured of its correctness, they exhibited equal astonishment and enthusiasm. All our telegraph offices were illuminated.

THE NEWS IN NEW-BRUNSWICK.

ST. JOHN, N. B., Friday, May 6.

Every effort has been made here by the citizens generally to celebrate this day. A general holiday has been given to all. Salutes are being fired and flags are flying everywhere. There will be to-night a general illumination, a great display of fireworks, and a grand torch-light procession. On no occasion within the recollection of the oldest inhabitant, have all classes of the people been so intensely excited as now.

ST. JOHN, N. B., Friday, August 6—10 P. M.

We have just ended a most brilliant display of fireworks, and the city has been in a perfect blaze. The firemen have turned out in great numbers in one of the finest torch-light processions ever witnessed by the citizens of this place and are now firing a salute. Every yard of bunting has been flying from the engine-houses, and many of the warehouses and private dwellings are brilliantly illuminated. The people, one and all, are rejoicing. CYRUS W. FIELD is everywhere blessed as the benefactor of the whole human race.

THE PRESS EXULTANT.

How the News is Received.

Our exchanges are filled with exultant announcements of the accomplishment of the Telegraphic enterprise. We give extracts from some of the jubilant editorials in which our cotemporaries glorify the event by way of indicating the intensity of the public enthusiasm.

COLUMBUS—XERXES—CANUTE.

Since the discovery by COLUMBUS, there has been no attempt of man so audacious, no project of science so bold, and no event in history so important, as that which we chronicle this morning. The mind can hardly realize the fact of a means of instantaneous communication having been established between two worlds, so long unknow to each other, separated by waters so vast and by perils of transit so prodigious and proverbially formidable. The presumption of XERXES when he undertook to chain the sea, and lashed it with thongs when it refused to be bound by his shackles; or of CANUTE, when he forbade the tide to rise in his presence, does not seem more preposterous than this modern attempt to span the ocean with a cable; and from none of its feats does science rise more sublime over the presumption of ignorance than in confidently projecting, in perseveringly prosecuting, and triumphantly accomplishing this most stupendous of its undertakings.—*Washington Union.*

DR. LARDNER OF NO ACCOUNT.

Whether Dr. DIONYSIUS LARDNER did or did not demonstrate, to the entire satisfaction of himself and others, the utter impracticability of crossing the ocean by steam, is a matter now of no consequence whatever. That quite a number of very learned, and very scientific gentlemen, did express such an opinion; that they shook their wise heads, and shrugged their wise shoulders, and wondered that men of sense could be found to embark in enterprises so chimerical, the columns of the public journals, at a period by no means remote, sufficiently attest. But the feat was accomplished, nevertheless, and paddle-wheels *and propellers now* ride the waves—whose movements MAURY has traced, and whose bulk and height FARADAY has measured—in scorn of the elements, and in contempt of the *philosophers. An undertaking scarcely* less momentous, ending in a triumph scarcely less *glorious, we take* pleasure in recording to-day. The magnificent idea of establishing electrical communication between this continent and Europe has been realized. The Submarine Cable, *perfect in its continuity*, and capable of transmitting messages from *shore to shore, is a fact accomplished. It has buried* its huge length in the cold ooze of the ocean *plateau; it crowns* the peak of mountain ranges, and creeps along down their rugged sides, lies placidly in deeps whose awful solitudes no living thing has ever yet disturbed. And now, very *soon—perhaps to-day*—the first "All hail!" will pulsate through two thou*sand miles of* wire—to be caught up and repeated, almost at the same moment of time, thousands of miles inland, by two nations, widely separated from each other, but exchanging greetings in the old familiar tongue.—*Baltimore Daily Exchange.*

A RELIGIOUS REFLECTION.

It is not merely a force that is made to reach from Continent to Continent—not merely an impulsion of unknown power—not merely a flame of fire passing *unextinguished* through thousands of miles of ocean—not merely the lightning of heaven, bowing beneath the waters of the earth—not merely a mute sign or an idea—it is a syllabled word. It is that articulated language which distinguishes man from all the rest of created things, and is the stamp of his resemblance to God.

Looking at this embodiment of that all-pervading and creating spirit, one is reminded of the magnificent and mysterious language of the Evangelist: "In the beginning was the word, and the word was with God, and the Word was God. In him (the word) was light, and the *light* was the life of man. And the light shineth in darkness, and the darkness comprehendeth it not." It was in this form that, in the beginning, "the spirit of God moved on the face of the *waters*." It was this that from chaos to night brought forth the light and the divine order of Nature.

We know the infinite distance which *separates the* immaterial from the material world—the mortal *from immortality. But it is when some* such human miracle as this is performed, that we are taught to realize the greatness of the agencies of God, and to *judge how narrow is our finite horizon, even expand*ed from this new height of knowledge, compared *with the infinite of which He is the centre* and the circumference.—*Albany Atlas and Argus.*

THE PIERCING OF THE OCEAN.

The great work is accomplished! Beneath the waters of the Atlantic Ocean, from shore to shore, the words of international good cheer are flashing back and forth as if the writers stood face to face! For all purposes of the transmission of intelligence, the broad Atlantic has sunk to a span, and human genius annihilates practically both space and time. And yet, doubtless, human agency is but the blind instrument of carrying forward the Divine Will, which, having made all mankind of one blood, is steadily uniting all in the bands of common acquaintance, interest and love. The piercing of the oceans by the electric wire is a wonderful step in this direction. We cannot now foresee all its results, nor a tithe of them. But this we know, that every great scientific achievement in the past has not only outrun the anticipations of its main design, but has given birth to collateral benefits of unexpected but equal importance.—*Boston Journal.*

A NEW ERA OPENING.

It is the opening of a new era in science—a new era in the transmission of intelligence between far-distant continents, the record of which will embellish one of the brightest pages in the world's history. To the genius and enterprise of the men who have heroically persevered until the attainment of this magnificent and scientific result, the civilized world is hardly less indebted, and to those who are ranked among the greatest benefactors of our race, our countryman MYERS were simple, but of victory as honorably struggled for of MORSE gloriously won.—*Troy Budget.*

TWO WORLDS NOW NO MORE.

The projector and chief agent of this mighty work of civilization might well say that it was succeeded by the blessing of Divine Providence; for surely upon no enterprise could the blessing of the Providence that is above us, and around us all the time, be invoked with more confidence that upon an attempt to bind the two worlds together by this chain of peace and good-will.—*Providence Journal.*

AMERICAN ENTERPRISE AHEAD.

We say the gratifying news, because however much persons may differ in their estimate of the advantages to be derived from this connection, all will feel a national pride in the success of so great an undertaking, conceived by American genius and carried to a favorable issue mainly by American enterprise and perseverance.—*Albany Statesman.*

AN AGE WORTH LIVING IN.

Even when the dispatch from Trinity Bay appeared, with the good name of CYRUS W. FIELD, the master-spirit of the great enterprise, attached, people were slow to believe that news so unexpectedly good could be true.

"Our very hopes belied our fears,
Our fears our hopes belied."

But there is no longer room to doubt. The great achievement of the age is accomplished; science has wrought one of her most signal triumphs, and the two hemispheres are now joined by a nerve of copper and iron, through which the mysterious vital fluid of the universe will bear the thoughts of man with the rapidity of thought itself. Truly "we live in an age," and an age worth living in.

Of the vast consequences yet to result from this connection of the continents, and this practical annihilation of time and space, so far as this world is concerned, we cannot now write. Here is a theme for thought opening a wide field for the philosopher and the poet. We seize the western end of the mighty Cable and send greeting to our trans-Atlantic neighbors, now neighbors indeed, and brought within speaking distance, and we pay our homage, with them, to the American to whose indefatigable zeal and intelligent enterprise the Atlantic Telegraph is indebted, more than to any other man, for its inception and success, against all obstacles and discouragements—to CYRUS W. FIELD, of New-York, whom we remember with local pride was a native and many years a citizen of Western Massachusetts.—*Springfield Republican.*

HEART-THROBBINGS UNITED.

The very heart-throbbings of the two nations are united, and undisturbed peace is made a certainty. The thoughts, impulses and actions of each are to find instant recognition and sympathy with the other. FRATERNITY is written in letters of light, on the ocean's quiet bed; from Trinity Bay to Valentia—nay, from Washington to London. The people of the civilized world shake hands across the Atlantic.—*Providence Post.*

"THIRTY DAYS LATER FROM EUROPE" NO MORE.

We call it "the greatest event of modern time." It is a period of great events in science and in arts, but none equals this in the splendor of its conception, and in the persevering energy of its accomplishment. None will equal it in the long train of its consequences to the cause of civilization, of peace and of true progress. We that can remember the caption to our foreign news articles, "*Thirty Days Later from Europe*," can hardly realize that the days are now to be reduced perhaps to minutes.—*Hartford Courant.*

TIME ANNIHILATED—THE SUN AND MOON EFFETE.

The Hours are no longer gods of the hours, and time is no longer time. Terror of Greece! How would the sages of the first Academy have struggled under a problem so vast as that when day and night flee away, and become obsolete in the measure of time! The day is not what it was, and it is no longer to fix the standard conditions controlling our movements. The periods named day and night have become changeable and uncertain—of three parties in conversation, one may have high noon, another morning, and the third deep night. The business they transact must have a place in positive time, but which one can claim the right to call it done at six o'clock ante-meridian? Obviously the sun and moon are effete, and leaving the small system called solar, we must mark our time, and take our guides among eternal suns. How this great fact of the hour sweeps away the landmarks of existence heretofore! The world as we first knew it bends, and moulds itself, and declares allegiance anew. Greatest of all is the fact that intelligence gains these triumphs through means which we must pronounce inadequate, by all ordinary rules of judgment, and which, when they triumph, impress us only the more overwhelmingly with the conviction that the ultimate scope of the serene intelligence which lifts itself at intervals even in humanity, is to embrace attainments now possible only to the Supreme.—*Philadelphia North American.*

ALL OBSTACLES TO BE OVERCOME.

The successful laying of the cable does not, of course, do away with all the difficulties that are connected with the working of the Sub-Atlantic Telegraph, but it settles the question that an ocean telegraphic cable can be laid; and when this great problem solved, we may rest assured that the means of overcoming all other obstacles, should they present themselves, will be found.—*Baltimore American.*

A REJOICING ENGLISHMAN.

Of course so important an event could not be allowed to pass by without a demonstration, and accordingly, by direction of Mr. EDWIN MARSH, a salute of 22 guns was fired at sunset upon the green. Later in the evening our neighbor, Mr. GARDNER, expressed his rejoicings at the new bond of union with his fatherland, by the graceful and appropriate act of illuminating the windows of his shop.—*New-Haven Journal and Courier.*

PUTTING A GIRDLE ROUND ABOUT THE EARTH.

The blue and arrowy lightning was pressed into our worldly service. It became our slave. That terrific agency which for nearly 6,000 years had been regarded with alarm and affright is now our messenger, runs on our errands, aye, and with such magical celerity, that in language—now no longer mere Shakspearean poetry—we shall probably put a girdle round about the earth in forty seconds.

* * * The electric fluid not only traversed the Black Sea, the Mediterranean, the British and St. George's Channels and the German Ocean—but who shall dare to limit the bounds of genius—that godlike gift? It inspired to a grander exploit—a deed worthy of the lofty ambition of a Phaeton. Yes, and more—for he only drove and overthrew the horses of the Sun—but the Magnetic Telegraph has accomplished a much grander triumph. It has driven the thunderbolts of Jove across the broad Atlantic, and rendered them, instead of weapons of dismay, the mere messengers of human will.—*Philadelphia Inquirer.*

THE DISPATCHES THAT MIGHT HAVE BEEN EXCHANGED.

From the Evening Post.

The following dispatches are said to have been exchanged to-day by the Queen and President BUCHANAN, but we do not well see how it was possible, as our Halifax correspondent informs us that no dispatches can be transmitted for several days:

WINDSOR CASTLE, August 6, 1858.

"PRESIDENT BUCHANAN—*Dear Sir*; As you will not permit me to visit you, allow me to drop you a line.
Faithfully yours,
"VICTORIA REGINA."

REPLY OF PRESIDENT BUCHANAN TO THE QUEEN.

WASHINGTON, Aug. 6, 1858.

MY DEAR MADAM: It is my impression that you have dropped *enough of your* line already, and that you are running the thing into the ground.
Yours, faithfully,
JAMES BUCHANAN.

Man Shot by a Policeman.

Last evening, about 11 o'clock, a large gang of young men were collected at the corner of West *Broadway and Worth-street, acting* in a very disorderly manner, and were warned to desist by Officer ROLLINS, of the *Fifth Precinct. The officer* was laughed at and defied. JAMES BRODAN, who appeared to be the ringleader, was *arrested* by the officer, who was taking him to the Station-house. When at the corner of Leonard-street, in West Broadway, BRODAN refused to go any further, and wrestling the club from the officer, started on a run in the direction of Canal-street, closely pursued by the officer. When opposite the boarding-house of JOHN KING, No. 59 West Broadway, he darted up stairs and ran into the sitting-room, in which were a number of females. The officer rushed up, and, as he came up the stairs, drew his pistol, in anticipation of resistance. When in the room he collared BRODAN with his left hand, and a serious struggle ensued, but the officer got his prisoner down, and dragged him to a window, and called out "Watch! Watch!" In a few moments, JOHN QUINN, a young Irishman, rushed into the room, and commenced an assault on the officer without saying a word, when ROLLINS cried out, presenting his pistol, "I will shoot you," when QUINN replied "*Shoot* and be d—d." The officer fired, and just as he did so Officers GARDE and FIELD came up, and *BRODAN was* arrested and taken to the station-house by the three officers; and shortly afterwards Sergeant TUTAX appeared with several more policemen, and found the greatest excitement prevailing. QUINN, it appears, was shot through the right side, just below the nipple, and the ball passed out at his back, inflicting a serious wound. The officers conveyed him to the New-York Hospital, where his wounds were dressed; but it was thought he would die before morning. SUPPLE ROLLINS, the officer, is an American, and has a high reputation in his Ward for efficiency. He was temporarily detained by Captain HYRONIMUS to await an examination by the Coroner, should QUINN die.

The Rumored Landing of Africans in Georgia.

The Savannah *Republican* copies the dispatch concerning the rumor that the bark *E. A. Rawlins* had landed a cargo of 450 Africans somewhere on the coast, and says:

"The above dispatch appeared in the Augusta papers of yesterday, and perhaps it may be expected that we should make some allusion to the subject. We heard a number of rumors on the street Saturday—one that the *Rawlins* had landed 700 slaves on the coast of Texas—but have no information as to the correctness of any of them. The *Rawlins* is below, in ballast—and, we hear, without papers—but we have seen no evidence of her having landed slaves here, in Texas, or at any other point. The rumor probably has no better foundation than her arrival in ballast, and without papers on her first appearance since she was laid up some months ago by our Collector, under suspicion of fitting out as a slaver.

We learn an additional report yesterday, to wit: that the bark intended to surrender to the Collector, pay the fine of $400 for being without papers, and then take out new ones."

The Savannah *News* has the following in reference to the same report:

"We clip the above dispatch from the Augusta papers. The rumor was current in our community all day Saturday, and, as such things always do, gave rise to a hundred different stories. The bark *E. A. Rawlins* is at our quarantine ground, and will, we understand, come up to the city to-day. She is without papers and reports herself from the coast of Africa. It is rumored that she has landed a cargo of 450 slaves—some say in Cuba, others in Texas. Nobody seems to doubt that she has landed them somewhere."

There was even a rumor in this city that the *E. A. Rawlins* was expected with a cargo of Africans; and it is *quite* probable that there is not so much smoke without a little fire.—*Charleston Courier.*

NEW-YORK WEEKLY TIMES.

Contents for Saturday, Aug. 7.

I.—IMPORTANT FROM UTAH—Entrance of the Army into Salt Lake City—Personal Interview with Brigham Young, &c.—From our Special Correspondent.

II.—THE FRASER'S RIVER GOLD MINES—Interesting Intelligence.

III.—NEWS FROM EUROPE—Our Correspondence—Summaries of Recent Intelligence.

IV.—EDITORIAL ARTICLES—Nicaragua and the Transit—New Trials in England—Gen. Comonfort's Apology—College Commencements—Outrage upon the Sensibilities of the People—The Canadian Coal Mine, &c.

V.—RAMBLINGS FROM HOME—Letter from the Editor of THE TIMES.

VI.—IMPORTANT FROM NICARAGUA—Ratification of the Cass-Yrisarri Treaty.

VII.—SCAN. MAG.—Sundry Items of Personal Scandal.

VIII.—SUMMARY OF DOMESTIC NEWS.

IX.—SUMMARY OF CITY NEWS.

X.—SUMMARY OF COMMERCIAL NEWS.

XI.—AGRICULTURAL DEPARTMENT—Full Reports of the Produce and Live Stock Markets—Sundry Items of Market News.

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CUTLER'S,
Corner of Fulton and William sts.
Particular attention paid to shirts made to order from measure.

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The New-York Times, Sunday, January 7, 1855.

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Grant mercantile credits for
use in India, China, &c., on
THE ORIENTAL BANK CORPORATION
and
Messrs. GEORGE PEABODY & CO.,
of London.
For use in Australia on
THE BANK OF NEW SOUTH WALES.

TEXAS COLLECTIONS.
ORIGINAL AND AGRICULTURAL BANK, GALVESTON, TEXAS.
H. JENKINS, Cashier,
Is now receiving and remitted for promptly on sight New-York, Boston, Philadelphia or New-Orleans made at ¼ per cent. commission.
Refers to Messrs. KERNAN & TAYLOR.

STOCKS AND BONDS FOR SALE.
Bank Stocks 6 per cents.
Insurance Stocks 6 per cents.
Railroad Stocks 6 per cents.
Ohio Stocks (Cincinnati) 6 per cents.
City Stocks 10 per cents.
THOMPSON BROTHERS,
No. 2 Wall-st.,
Corner Wall and Broadway.

MAXWELL & DART
STOCK AND BOND BROKERS,
NO. 80 EXCHANGE-PLACE,
NEW-YORK.
Stocks bought and sold at the Board of Brokers. Money and business paper negotiated, and advances made on securities.

COLLECTIONS.
We make collection of time paper payable in Chicago, Illinois at the current rate of Exchange on New-York funds at sight. Collections on other prominent points in the West extended to on favorable terms, at the risk of the owners.
GEO. SMITH & CO.,
Bankers, Chicago, Illinois.

DUNCAN, SHERMAN & CO.,
BANKERS,
CORNER FIRE AND NASSAU STS., NEW-YORK,
Issue
CIRCULAR NOTES AND LETTERS OF CREDIT,
Payable everywhere, available in all the principal cities of the
World. Also,
MERCANTILE CREDITS,
Available in EUROPE, CHINA, etc.

CHAS. A. FISHER,
Late of the firm of FISHER, DENNY & CO.,
No. 18 Exchange-place,
Notes and bonds bought and sold on commission. Loans negotiated.

STATE OF MINNESOTA EIGHT PER CENT BONDS—Maturing July 1, 1867—Principal and interest payable in the City of New-York—Coupons payable January and July 1. Secured by an annual tax of $177,27, to be received as a sinking fund to cancel the principal, and the tax on the interest.
The entire bonded debt of the State amounts to $250,000, of which these bonds form a part, offering an investment in a State Stock, at once profitable and secure
CITY OF LOUISVILLE WATER-WORKS BONDS—Bearing six per cents. interest, maturing 1867, principal and interest payable in the City of New-York, secured by a mill tax and the water revenues. The entire debt of the city is $1,307,000, ($1,305,000 of which is for the water-works) and is being gradually liquidated by annual payments, consisting of real estate, stocks, &c., $4,015,792
Assessed value for 1857 amounted to..... $23,623,564
Population in 1850..... 43,194
Population in 1858..... 70,000
The loan is guaranteed for the construction of the Water Works, and is an unexceptionable security, and well worthy the attention of parties wishing a safe investment.
For above Bonds for sale by CLARK, DODGE & CO.,
31 Wall-st.
For particulars, including copies of laws under which Bonds were issued, may be had on application as above.

STOCK IN BANK OF THE STATE OF MISSOURI.—The undersigned, Commissioners, appointed by the Bank of the State of Missouri, St. Louis, hereby give notice that books of subscription for three millions of dollars, capital stock of said Bank, will be opened at the Bank of Commerce, in the City of New-York, on MONDAY, Aug. 9, and kept open for a period of fifteen days unless the whole amount shall have been subscribed.
Said stock will be required to be paid at the time of subscribing; 10 per cent on the 1st of September; 20 per cent on the 1st of October, and thirty per cent. on the 1st of November, or payment may be made in full, and certificates of stock subscribed for, will be payable at the Bank of Commerce in New-York.
JOHN A. STEVENS,
HENRY J. VAIL,
E. D. MORGAN, } Commissioners.

OFFICE OF THE HARLEM GAS LIGHT COMPANY,
No. 49 Nassau-st.,
NEW-YORK, Aug. 6, 1858.
SUBSCRIPTIONS WILL BE RECEIVED for 2,000 shares, of $50 each, of the increased capital of this Company on the 10th, 11th 12th and 13th inst., at the office of the Company, in this city.
The terms being required to extend over a period of three months, are as follows:—10 per cent on the day of subscription; 40 per cent on the 1st day of September next; and the balance on the 1st day of October next. By order of the Board of Directors.
HENRY P. McGOWN, Secretary.

UNITED STATES AND CANADA.—THE UNION BANK OF LONDON, as Agents for Messrs. BRAHAM & CO., Bankers, New York, hereby give notice that they will receive money on account of their firm, for which they will issue free of charge, LETTERS OF CREDIT and CIRCULAR NOTES, payable in and upwards, similar to those in such extensive use for the investment of Europe and elsewhere, payable at the principal cities and towns in the United States, Canada &c.
Chicago Water Works, Detroit, Mich., July 24, 1858.
COUPONS—DETROIT WATER WORKS.—NOTICE is hereby given that the interest coupons attached to bonds of the Board of Water Commissioners of the City of Detroit, payable at the office of the Ohio Life Insurance and Trust Company, will be paid on presentation at the Metropolitan Bank of New-York.
ROBT. E. ROBERTS, Secretary.

SEVERAL SUMS OF MONEY, FROM $10,000 to $20,000 to loan on bond and mortgage on New-York city property. Apply to JOHN McCLAVE, 57 Pine-st.

NOTICE—THE ANNUAL REPORT TO THE stockholders and bond holders of the Sandusky, Dayton and Cincinnati Railroad Co. over and on the Erie Railroad Company, to be held on this inst. may be obtained by those interested, on application at the office of ROBERT YELVERTON, No. 66 Wall-st.

SELECTION OF DIRECTORS OF THE Knickerbocker Life Insurance Company for the ensuing year will be held at the office, 5th-av. and 22d-st., on WEDNESDAY, the 11th inst. The polls will be open from 1 to 2 o'clock.
GEO. C. PETERS, Secretary.

FOR SALE—WESTERN LANDS FARM MORTGAGES and 8 per cent cash, in exchange for dry goods or other merchandise, $20,000 to $50,000 worth. Apply at 2 Metropolitan Bank, Fine-st., or Wall-st. Ferry, Brooklyn.
JOHN BRAINERD.

INSURANCE.

METROPOLITAN
FIRE INSURANCE COMPANY.
CASH CAPITAL $300,000,
With a large surplus.
Office,
168 BROADWAY, CORNER OF PINE-STREET,
New-York.
JAMES LORIMER GRAHAM, President.
CHARLES A. BRADFORD, Secretary.

CENTRAL, $200,000—SAFEGUARD FIRE INSURANCE COMPANY, No. 12 Wall-st., (late Continental Bank,) New-York, insures property throughout the United States. Applications, with diagrams may be sent in, where there is no resident agent. GEO. S. COIT, President. ALBERT WELLES, Vice-President. J. H. KEELER, Secretary.

BANK NOTICES.

STATE OF NEW-YORK.—BANK DEPARTMENT—ALBANY, July 6, 1858.—The time fixed by law for redemption of the circulating notes issued to the [illegible] BANK having expired—pursuant to chapter 331 of the laws of 1858, NOTICE IS HEREBY GIVEN that a dividend of EIGHT (8) per cent has been declared on the AMOUNT OF NOTES DEPOSITED, as represented by the certificates issued by the Superintendent in exchange for said notes and certificates, PROPERLY INDORSED, at this Department, within SIX MONTHS from the date of this notice, and not thereafter.
JAMES M. COOK, Superintendent.

STATE OF NEW-YORK.—BANK DEPARTMENT—ALBANY, July 8, 1858.—The time fixed by law for redemption of the circulating notes issued to THE BANK OF NEW-ROCHELLE having expired—pursuant to chapter 331 of the laws of 1858, NOTICE IS HEREBY given that a final dividend of FIVE (5) per cent. has been declared upon the AMOUNT OF NOTES DEPOSITED as represented by the certificates issued by the Superintendent in redemption of the notes of the said Bank. And on presentation of the said certificates, PROPERLY INDORSED, at this Department, within SIX MONTHS from the date of this notice and not thereafter.
JAMES M. COOK, Superintendent.

LOAN OFFICES.

ADVANCES MADE ON DIAMONDS, watches, jewelry and other merchandise of benefit at the highest cash prices; no signs about the premises pertaining to the loan business and all business strictly confidential. German, Spanish and other languages spoken.
CHARLES BRODY, No. 66 Nassau-st., up stairs.

DIAMONDS, WATCHES, JEWELRY, &c., advanced on at the highest prices or money advanced for the same to any amount. Also, watches and jewelry for sale at a great sacrifice. J. H. HARRINGER, No. 189 Broadway, room No. 26.

DIVIDENDS.

OFFICE OF THE PENNSYLVANIA COAL COMPANY,
CORNER OF BROADWAY AND WALL-ST.,
NEW-YORK, Aug. 4, 1858.
A SEMI-ANNUAL DIVIDEND OF THREE per cent. on the capital stock of the Pennsylvania Coal Company has this day been declared, payable at the office of the Company, in the City of New-York, on and after Aug. 16, inst. The transfer books will be closed from the 9th to the 16th inst., both inclusive.
GEO. A. HOYT, Treasurer.

COLUMBIA FIRE INSURANCE COMPANY,
OFFICE No. 10 WALL-ST. NEW-YORK, July 7, 1858.
DIVIDEND.—THE BOARD OF DIRECTORS HAVE this day declared a semi-annual Dividend of six per cent., payable on and after the 10th inst. The transfer books will be closed until that date.
JOHN C. BERGH, Secretary.

SAINT NICHOLAS BANK, No. 1 WALL-STREET,
NEW-YORK, July 31, 1858.
DIVIDEND.—THE PRESIDENT AND DIRECTORS of this Bank have declared a dividend of three and a half per cent., payable on and after Monday, the 9th of August next. The transfer books will be closed until that day.
A. PARKHURST, Cashier.

ST. NICHOLAS INS. CO., No. 10 Merchants' Exchange, Wall-st., Aug. 4, 1858.
DIVIDEND.—THE DIRECTORS HAVE THIS day declared a dividend of four (4) per cent payable on and after the 16th of August, until which time the transfer books will be closed.
WM. S. SHEDDEN, Sec'y.

OFFICE OF THE THIRD-AVENUE R. R. CO.,
3d-av., between 26th and 66th sts.
DIVIDEND.—THE BOARD OF DIRECTORS have declared a quarterly dividend of two per cent., payable to the stockholders, on and after Wednesday, the 11th inst. The transfer books will be closed until that day.
SAMUEL B. ISAACS, Sec.

OCEAN BANK, NEW-YORK, July 31, 1858.
A SEMI-ANNUAL DIVIDEND OF THREE and one-half per cent. on the capital stock of this Bank has been declared payable on and after Aug. 10, next. The transfer book will be closed from the 3d to the 10th instant, inclusive. By order,
FARRER HANDY, Cashier.

LORILLARD FIRE INSURANCE CO.,
Office, Mechanics' Bank Building, No. 31 Wall-st.,
New-York, Aug. 5, 1858.
THE DIRECTORS HAVE THIS DAY DECLARED a semi-annual dividend of eight (8) per cent., payable on demand.
CARLISLE NORWOOD, Secretary.

MERCHANTS' INSURANCE COMPANY, CORNER OF FULTON AND GREENWICH STREETS,
NEW-YORK, July 6, 1858.
DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend of fifteen (15) per cent., payable on the 12th inst.
J. L. DOUGLAS, Secretary.

OFFICE OF THE NEW-YORK FIRE AND MARINE INSURANCE COMPANY,
NEW-YORK, Aug. 2, 1858.
DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend, payable to the stockholders, on demand, at the office of the Company, No. 72 Wall-st.
D. UNDERHILL, Secretary.

DIVIDEND.—OFFICE OF THE EXCHANGE FIRE INSURANCE COMPANY, No. 38 Wall-st., New-York.—The Directors have declared a semi-annual dividend of six per cent on the capital stock, payable the 2d day of August. The transfer books will be closed from the 29th inst. until that day.
RICHARD C. COMBES, Secretary.

PEORIA AND BURHAU VALLEY RAILROAD COMPANY.—A dividend of four per cent. on the capital stock of this Company has been declared, payable on the 16th day of August next, at the office of the Company, No. 13 William-st. The transfer books will be closed from the 3d until the 16th day of August. The coupons of the bonds of the Company due August 1 will be paid at the Corn Exchange Bank.
C. W. DURANT, Treasurer.

DIVIDEND.—CITIZENS' BANK, NEW-YORK, Aug. 6, 1858.—A semi-annual dividend of four per cent. on the capital stock of this Bank has been declared out of the profits of the last six months, payable to the stockholders on and after the 12th inst. The transfer books will be closed until that date. By order of the Board.
S. R. COMSTOCK, Cashier.

ORIENTAL BANK—NEW-YORK, JULY 31, 1858.—A dividend of three and one half per cent. has been declared payable on the 10th of August. The Transfer Books will remain closed until that day.
W. A. HALL, Cashier.

CITY BANK OF BROOKLYN, BROOKLYN, Aug. 3 1858.
DIVIDEND.—THE BOARD OF DIRECTORS HAVE this day declared a dividend of 3½ per cent. out of the profits of the last six months, payable on the 12th inst.
R. P. PERRIN, Cashier.

DIVIDEND.—THE KNICKERBOCKER STAGE Company have this day declared a semi-annual dividend of 5 per cent., payable on and after Aug 9, 1858, until which time the transfer books will be closed.
GEO. C. PETERS, Treasurer.

MARINE BANK.—JULY 27, 1858.—A DIVIDEND of three and a half (3½) per cent. will be paid to the stockholders of this Bank, on and after Monday, Aug 9. The transfer-books will be closed till that day. By order.
J. C. BEACH, Cashier.

PUBLIC NOTICES.

LEASE OF THE NORTH BATTERY AND PIER FOOT OF HUBERT-STREET FOR SALE AT AUCTION.—Notice is hereby given that "The North Battery" and Pier foot of Hubert-st., (at present occupied by the Delaware and Hudson Canal Co.) will be leased on bids, at public auction, on WEDNESDAY, Aug. 18, 1858, at 12 o'clock M., at the City Hall, for a term of five years from the 1st day of May, 1859. The lessees will be required to make all necessary repairs to the premises, and to keep the same in repair during the term of their lease, at their own expense.
The lease will contain the usual covenants and conditions.
The terms and conditions will be made known at the time of sale, and may be learned on application at the Comptroller's office, No. 8 Hall of Records.
DANIEL F. TIEMANN, Mayor;
A. C. FLAGG, Comptroller;
GEORGE G. BARNARD, Recorder;
A. V. STOUT, Chamberlain;
THOMAS McSPEDON, Ch. of Fin. Com. Bd. of Ald.;
HENRY ARCULARIUS, Ch. of Fin. Com. Bd. of Coun.
DEPARTMENT OF FINANCE, COMPTROLLER'S OFFICE,
NEW-YORK, July 14, 1858.

FINANCE DEPARTMENT,
COMPTROLLER'S OFFICE, No. 8 Hall of Records,
NEW-YORK, July 22, 1858.
NOTICE TO PARKERS AND OTHERS WANTING TO PURCHASE STREET MANURE.—It can be obtained in any quantity by applying at the Comptroller's Office, between the hours of 10 and 3 o'clock.
PETER MONEGHAN, Superintendent of Market Rent Fees and Sale of Manure.

AUCTION NOTICE.—EXECUTORS' SALE.—Will be sold on MONDAY, Aug. 16, 1858, at 10 o'clock A. M., at No. 230 8th-av., corner of 22d-st., New-York, a large assortment of merchandise, consisting of housefurnishing goods, hardware, stoves, willow ware, Britannia, plated and tin ware with all the tools and machines used in the shop for the manufacture of sheet-iron, copper and tin ware; and all the stock in trade of the late JOHN GREGORY, of the City of New-York, deceased. SARAH GREGORY, Executrix, and CYRENUS BLOODGOOD, acting-executor of the last will and testament of JOHN GREGORY, deceased. The store will be to let, and possession given the last of August.

NOTICE.—THE PUBLIC IS HEREBY CAUTIONED against negotiating or purchasing a note given by us to James McBride, Trustee, for $2,999 30, dated June 25, 1857, and payable eighteen months after date, as the same will not be paid by us on the ground of no consideration or value received.
HOPKINS, HAYES, PALMER & CO.
NEW-YORK, Aug. 2, 1858.

BUSINESS CHANCES.

WANTED—A PARTNER WITH $3,000 OR $5,000 capital, to manufacture Getty's patented self-closing and patented ventilating lager-beer faucets. The reputation of these faucets is already established, and only wants the above amount to insure most profitable returns. Apply at the manufactory, No. 97 Cliff-st. H. GETTY, Patentee.

MILL AND WATER-POWER AT PATERSON, N. J., FOR SALE OR TO LEASE.—Known as the Passaic Mill; consisting of a large, substantial three-story stone mill and out buildings, with two square feet of water, under a head and face of 20 feet. Apply to I. C. COLT, New-York Hotel, New-York, from 12 to 1 o'clock; or to JAMES SPEER, Paterson, N. J.

TO OIL BROKERS.—A COMPETENT AND active person, familiar with the purchase and sale of oils, will find a steady and reliable business by addressing L. M., lower Post-Office, with address and references.

WANTED—A PARTNER WITH FROM $20,000 to $40,000 capital, to engage in banking business already established in a large Western city. Address box No. 3,744, Chicago, Ill.

IRON AND HARDWARE.

GIRARD TUBE WORKS.
MURPHY & ALLISON,
MANUFACTURERS OF WROUGHT-IRON TUBING FOR GAS, STEAM, WATER &c. &c.,
No. 1,008 MARKET-ST.,
PHILADELPHIA, PENN.
We are prepared to supply consumers with large or small quantities on reasonable terms.
Our Tubing is well manufactured, and gives general satisfaction wherever it is used.
Orders addressed as above will be promptly attended to
Dealers in New York and vicinity may obtain information as regards our terms, &c., from Mr. J. D. HEPPARD, office of New-York Times.

WHEELER'S MACHINE HORSE-SHOES, handsome shape, durable much superior to any hand-made and lower price. Dépôt at JOHN W. QUINCY & CO.'S, No. 98 William-st.

TELEGRAPH WIRE—BEST QUALITY, ALL kinds for sale by JOHN W. QUINCY & CO., No. 98 William-st.

THOMAS PIG IRON—SOFT, FREE, STRONG, and always rated substitute for Scotch Pig.
JOHN W. QUINCY & CO., No. 98 William-st.

BANCA TIN, INGOT COPPER, SPELTER, Antimony, &c., for sale by
JOHN W. QUINCY & Co., No. 98 William-st.

MOUNT-HOPE CUT NAILS, SUPERIOR quality; none better in market. Agents.
JOHN W. QUINCY & CO., No. 98 William-st.

OAMES & SONS' SHOVELS AND SPADES.—For sale by JOHN W. QUINCY & CO., 98 William-st.

BILLIARDS.

BILLIARD TABLES.—PHELAN'S IMPROVED BILLIARD TABLES AND COMBINATION CUSHIONS—Protected by letters patent, dated
No. 19, 1858, Dec 1, 1857,
Oct. 28, 1856, Dec. 13, 1856.
The recent improvements made in these Tables make them unsurpassed in the world. They are now offered to the scientific billiard players as combining speed with truth, never before obtained in any billiard table. Saleroems Nos. 726 and 728 Broadway, New-York. Manufactory, No. 80 Ann-st. O'CONNOR & COLLENDER, Sole Manufacturers.

BILLIARDS.—TWO SECOND HAND BILLIARD Tables for sale, mahogany beds and made by a superior maker. For particulars address
W. J. WALKER, No. 24 Spruce-st.

FOR EUROPE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage..... $120
Second Cabin Passage..... 70
FROM LIVERPOOL TO NEW-YORK.
Chief Cabin Passage..... $110
Second Cabin Passage..... 60
Steamers from this line call at Halifax.
PERSIA, Capt. Judkins. CANADA, Capt. Lang.
ARABIA, Capt. ——. AMERICA, Capt. Wilkinson.
ASIA Capt. E. G. Lott. NIAGARA, Capt. ——.
AFRICA, Capt. Shannon. EUROPA, Capt. J. Leitch.
These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
CANADA, Lang, leaves Boston Wednesday, July 28.
AMERICA, Servoss, leaves New York We'dny, Aug. 4.
EUROPA, Leitch, leaves Boston, Wednesday, Aug. 11.
PERSIA, Judkins, leaves New-York, Wednesday, Aug 11.
NIAGARA, Moodie, leaves Boston, Wednesday, Aug. 18.
ARABIA, Stone, leaves New York, Wednesday, Sept. 1.
CANADA, Lang, leaves Boston, Wednesday, Sept. 8.
AFRICA, Shannon, leaves New-York Wed'day, Sept. 15.
EUROPA, Leitch, leaves Boston, Wednesday, Sept. 22.
PERSIA, Judkins, leaves New-York, Wed'day, Sept. 22.
Berths not secured until paid for.
An experienced Surgeon on board.
The owners of these ships will not be accountable for gold, silver, bullion, specie, jewelry, precious stones or metals, unless bills of lading are signed therefor and the value therein expressed. For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

STEAM TO ALL PARTS OF GREAT BRITAIN, VIA GALWAY, IRELAND.—The shortest sea passage between American and Europe. This line is composed of powerful paddle-wheel steamships, of which the INDIAN EMPIRE, the PRINCE ALBERT and the AMERICAN EMPIRE are now running. The next departure from New-York (to be followed by others of the line about every two weeks) will be the PRINCE ALBERT, SATURDAY, Aug. 21, direct for Galway.
Passengers will have a free ticket by the usual Railroad routes from Galway to any of the principal cities of Great Britain.
Time—Six days; second class, $50; third-class, $30. A liberal cabin table will be provided, and cooked provisions for third-class passengers to Galway. For passage, freight and other particulars, apply to
WM. A. SALE & CO., No. 46 South-st.

THE VANDERBILT EUROPEAN LINE of steamships between New-York, Southampton, Havre and Bremen, will sail as follows, carrying the UNITED STATES MAILS:

From New-York for Southampton and Havre.	From Havre and Southampton for New-York.
VANDERBILT, Sat., Aug. 14	WEDNESDAY ..... Sept. 1
NORTH STAR, Sat., Sept 11	WEDNESDAY ..... Sept. 29
From New-York for Southampton, Havre and Bremen.	Bremen for Southampton.	Havre and Southampton for New-York.
NORTH LIGHT ..... Aug. 7	Aug. 7.	Sept. 2.
ARIEL ..... Sept. 4	Oct. 2.	Oct. 6.

These steamships have water tight compartments, and carry able surgeons.
Rate of passage per Vanderbilt: 1st cabin, $100 and $130; 2d cabin, $60 and per North Star, Northern Light and Ariel—1st cabin, $80; 2d cabin, $50; 3d cabin, $30.
Certificates issued for passage from Europe.
Specie delivered in London and Paris.
D. TORRANCE, No. 6 Bowling-green, New-York.

FOR SOUTHAMPTON AND HAVRE.—THE United States Mail steamer ARAGO, D. LINES, Commander, will leave for Havre, touching at Southampton, to land the mails and passengers, on SATURDAY, Aug. 21, at 12 o'clock, from pier No. 37 North River foot of Beach-st. This ship has five water-tight compartments including the engines, so that in the event of collision or stranding, the water could not reach them, and the pumps being free to work, the safety of the vessel and passengers would be secured. Baggage not wanted during the voyage should be sent on board the day before sailing, marked "below."
For freight or passage, apply to
W. S. BRAYTON, Agent.
No. 7 Broadway.
N. B.—The steamer FULTON will succeed the ARAGO and sail Sept. 18.

FOR LIVERPOOL—STEAMSHIP JURA, R. R. MOORE, Commander. This new and powerful steamer will sail from the British and North American Royal Mail Steam-packet Company's Wharf, at Jersey City, on MONDAY EVENING, Aug. 9. Passage money, for first-class passengers only, for whom there are excellent accommodations, $75, including provisions, but without wines or liquors, which can be obtained on board.
Freight taken at reasonable rates.
E. CUNARD, No. 4 Bowling-green.

STEAM TO GLASGOW, LIVERPOOL, BELFAST, DUBLIN AND LONDONDERRY, without delay, for $90.—Return tickets to either of the above places good for six months, at any steamer of the line, $60.
FROM NEW-YORK.
GLASGOW, Goodwin..... Saturday, Aug. 7, at 12, noon.
EDINBURG, Cumming, Wednesday, Sept. 8, at 12, noon.
Rates of Passage—Cabin, $75; third class, found with cooked provisions, $30. For freight or passage, apply to ROBERT CRAIG, No. 17 Broadway.

UNITED STATES PASSPORTS ISSUED through J. B. NONES, Notary Public, No. 1½ Warren-st., corner of Broadway. Naturalised citizens must produce certificates. Important Passport laws and instructions of France issued with each passport.
N. B.—Bounty lands, pensions and extra pay procured.

FOR NEW-CALEDONIA.

FOR SAN FRANCISCO AND FRASER'S RIVER DIRECT.
THE CALIFORNIA, NEW-YORK AND EUROPEAN STEAMSHIP COMPANY
Have purchased the steamships HERMANN and WASHINGTON, formerly of the Southampton and Bremen Line. These ships were constructed, under Government inspection, of the best material, (live oak frames,) and are in all respects well known as the most safe and comfortable steamships out of the port of New-York.
The Company's steamship HERMANN, Captain EDWARD CAVENDY, will positively sail on the 21st August, inst., from Pier No. 36 North River, foot of North Moore-st., New-York, for San Francisco and Fraser's River, touching at Rio Janeiro and Valparaiso. Only a limited number of passengers and amount of freight will be taken, for which early application must be made. The accommodations of this steamer are unsurpassed.
For freight or passage, apply at the office of the Company, No. 323 Greenwich-st., New-York,
HENRY RANDALL, Agent.
Montreal, Quebec, Toronto, Boston, Providence, Portland Philadelphia, Baltimore and New-Orleans papers please copy twice each week for three weeks

FRASER'S RIVER GOLD MINES!
FOR PORT TOWNSEND, IN THE IMMEDIATE VICINITY OF THE GOLD MINES, DIRECT.
The A 1 splendid clipper bark VIKERY will have earliest dispatch. As a fast-sailing vessel, with every convenience for passengers, kind and attentive commander, she is unrivaled. Will make the passage in 110 days. Passengers will do well to give her attention, as she will be the first to leave for above port.
For freight or passage, apply to
L. H. SIMPSON,
No. 19 Beaver-st., or on board, at pier No. 6 N. R.

FOR SOUTH AMERICA.

STEAM TO RIO JANEIRO.—STEAMSHIP HERMANN, Capt. EDWARD CAVENDY, will sail on SATURDAY, 21 inst., for the above port, on her route to California and Fraser's River gold mines. This ship will carry only a limited number of passengers and amount of freight for the above ports, for which early application must be made. Her accommodations are unsurpassed.
Apply at the office, No. 323 Greenwich-st., corner of Duane.
HENRY RANDALL, Agent.

STEAM TO VALPARAISO.—STEAMSHIP HERMANN, Capt. EDWARD CAVENDY, will positively sail on SATURDAY, Aug. 21, for the above port, touching at Rio Janeiro on her voyage to California and the Fraser River gold mines. This ship will carry only a limited number of passengers and amount of freight for the above ports.
Apply at the office, No. 323 Greenwich-st. corner of Duane.
HENRY RANDALL, Agent.

FOR THE EAST.

PORTLAND AND NEW-YORK.—THE NEW and elegant steamship "CHESAPEAKE," SIDNEY CROWELL, Commander, leaves Portland every Saturday, and New-York, from pier No. 12, North River, every Tuesday, at 4 P. M. Passage and fare, including State-rooms, 24 hours' time. 30 hours. For passage or freight, apply to EMERY & POOR, Portland; H. B. CROMWELL & Co., No. 62 West-st., New York.
WHITE MOUNTAINS.—This is the most direct and picturesque route from New-York to the White Mountains, via Long Island and Vineyard Sounds. The "Glen House" is only six hours' ride from Portland.

NEW-HAVEN AND HARTFORD STEAMBOAT LINE.—The ELM CITY, Capt. LAWRY, will leave Pier No. 26 East River, every day, at 2 P. M., for New Haven. The TRAVELER, Capt. BOWNE, every night, at 11. The GRANITE STATE, Capt. KING, will leave Pier No. 26 East River, every TUESDAY, THURSDAY and SATURDAY, at 5 P. M., for Hartford.
RICHARD PECK, Agent.

EXCURSIONS.

EXCURSIONS TO ELIZABETHPORT, N. J.—The steamboats RED JACKET, WYOMING or KILL VAN KULL leave Pier No. 1 North River, daily, (Sundays excepted,) at 7:30 A. M., 12 M., 4 and 6:30 P. M. Returning leave Elizabethport at 8:30 A. M., 9:45 A. M., 2:15 and 6:20 P. M. Tickets to go and return the same day, 30 cents; to Elizabeth City 10 cents additional.

DAILY EXCURSIONS—TO NORWALK, FARE 25 CENTS.—Landing at City Island, David's Island and New-Rochelle, fare 20 cents; Rocky Neck, 25 cents. The steamer CASTLETON, EVERY MORNING at 8 o'clock, (Sundays expected,) from Roosevelt-st., Pier No. 29 East River.

FOR CHARTER, EXCURSIONS, PICNICS, &c.—The splendid new steamer MASSACHUSETTS, fitted in elegant style, is now ready. Apply to G. B. ROBINS, No. 60 South-st., or to the Captain on board, foot Morton-st.

EXCURSIONS.—THE NEW AND FAST STEAMers MASSACHUSETTS, STEVENS, and LOCKWOOD, with barges, for charter to lodges, &c. Apply to JOSEPH T. MARTIN, Agent, No. 60 South-st., cor. Pine.

PROPOSALS.

SEALED PROPOSALS WILL BE RECEIVED by the undersigned in behalf of the School Officers of the VIIIth Ward, at the office of the Clerk of the Board of Education, corner of Grand and Elm sts., until Tuesday, the 10th day of August next, at 12 o'clock noon, for altering and repairing the school furniture in Ward School No. 26, in said Ward, and for supplying on such new furniture as is necessary to furnish the class-rooms and additions now being made to said School-house, according to specifications on file, and to be seen at the office of the Superintendent of School Buildings, No. 24 Crosby-st. The School Officers reserve the right to reject any or all of the proposals offered, if deemed for the public interest to do so.
JOHN R. DECKER,
For the School Officers of the VIIIth Ward.

WINES AND LIQUORS.

ALLSOPP'S CELEBRATED EAST INDIA Pale Ale, for sale in three and five gallon kegs, by C. E. MENDUM, No. 19 Wall-st. Samples on draught in the finest possible condition.

STEAMBOATS.

FOR THE
WHITE MOUNTAINS
DIRECT.
MOST COMFORTABLE AND EXPEDITIOUS ROUTE.
THROUGH IN 12 HOURS,
VIA
NORWICH & WORCESTER LINE.
THE NEW AND SPLENDID STEAMERS COMMONWEALTH, Capt. J. W. WILLIAMS, and CONNECTICUT, Capt. WM. WILCOX, form a daily line, leaving Pier No. 18 North River, foot Cortlandt-st., at 5 o'clock P. M., for the FALLS, PLYMOUTH, WELLS RIVER, AND LITTLETON, intersecting with the various stage lines for the popular houses throughout the Mountains.
For further information, tickets, &c., inquire of E. S. MARTIN, Agent, on the wharf, or on board the boats.
AUGUST. FARE 25 CENTS. 1858.
The regular old-established line
FOR SHREWSBURY AND LONG BRANCH, HIGHLANDS, Ocean House, Port Washington, Mount's and Brown's Dock, Fair Haven, and Red Bank, Pleasure Bay, Little Silver and Ocean Port.
The new and splendid steamer
HIGHLAND LIGHT,
Captain H. B. PARKER,
Will run as follows from foot of Robinson-st. Pier, North River:

LEAVES NEW-YORK.	LEAVES RED BANK AND PLEASURE BAY.
Friday, Aug. 6.... 7½ A.M.	Friday, Aug. 6.... 7 A.M.
Friday, Aug. 6.... 1 P.M.	Friday, Aug. 6.... 5 P.M.
Saturday, Aug. 7.. 8 P.M.	Saturday, Aug. 7.. 6 A.M.
Sunday, Aug. 8.... 7½ A.M.	Sunday, Aug. 8.... 9 P.M.
Sunday, Aug. 8.... 6¾ P.M.	Monday, Aug. 9.... 6¼ A.M.
Monday, Aug. 9.... 3 P.M.	Tuesday, Aug. 10. 6¾ A.M.
Tuesday, Aug. 10.. 8¼ P.M.	Wed'sd'y, Aug. 11. 6¾ A.M.
Wed'sd'y, Aug. 11. 1 P.M.	Wed'sd'y, Aug. 11. 1 A.M.
Thursday, Aug. 12. 7 A.M.	Thursday, Aug. 12.10¾ A.M.
Thursday, Aug. 12. 3 P.M.	Thursday, Aug. 12. 3 P.M.
Friday, Aug. 13.... 7 A.M.	Friday, Aug. 13..10¾ P.M.
Friday, Aug. 13.... 3 P.M.	Friday, Aug. 13.... 3 P.M.

Time-Tables can always be had of W. C. Lemon, No. 192 Broadway; Beeson & Brower, of No. 179 West-st.
Nelson Taylor's Squan Line of Stages connect with this boat; also stages to all parts of the country.

FARE 25 CENTS.
FOR SHREWSBURY, LONG BRANCH, HIGHLANDS, OCEAN HOUSE, PORT WASHINGTON, MIDDLETOWN, FAIR HAVEN AND RED BANK.
The new and swift steamer ALICE PRICE, JOHN BORDEN, Commander, will run as follows, from Robinson-st., N. R.:

LEAVE NEW-YORK.	LEAVE RED BANK AND PLEASURE BAY.
Wednesday, Aug. 4, 9 A.M.	Wednesday, Aug. 4, 1 P.M.
Thursday, Aug. 5, 10½ A.M.	Thursday, Aug. 5, 10¾ A.M.
Thursday, Aug. 5, 4 P.M.	Friday, Aug. 6, 5¾ A.M.
Friday, Aug. 6, 3 P.M.	Saturday, Aug. 7, 6½ A.M.
Saturday, Aug. 7, 3½ p.M.	Saturday, Aug. 7, 6½ P.M.
Sunday, Aug. 8, 7½ A.M.	Sunday, Aug. 8, 3¼ P.M.
Sunday, Aug. 8, 4 P.M.	Monday, Aug. 9, 6¼ A.M.
Monday, Aug. 9, 8½ P.M.	Tuesday, Aug. 10, 6¾ A.M.
Tuesday, Aug. 10, 3½ P.M.	Wednesday, Aug. 11, 6¾ A.M.
Wednesday, Aug. 11, 4 P.M.	Thursday, Aug. 12, 6½ A.M.
Thursday, Aug. 12, 4 P.M.	Friday, Aug. 13, 6¾ A.M.

The steamer LEADER connects with this boat for Pleasure Bay and Long Branch without charge. Ker's Express by this line.
Elias Haight's line of stages for Squan connects with this boat; also stages to all parts of the country.

PERMANENT ARRANGEMENT
FOR
HUNTINGTON, NORTHPORT, STONY BROOK AND PORT JEFFERSON.
The favorite and staunch steamer GOLDEN GATE, Capt. S. BLAKEMAN, will leave New-York from Catharine Market-slip, for the above places, on Tuesdays, Thursdays and Saturdays, at 11 o'clock A. M. Returning, will leave Port Jefferson and Stony Brook on Mondays, Wednesdays and Fridays, at 9 o'clock A. M., Stony Brook at 9, Northport at 11, East Neck Dock at 11½. Stages will connect at all the places. Meals on board.
J. POST, Agent, No. 28 South-st.

OCEAN WAVE—FOR HIGHLANDS, OCEAN House, Long Branch direct by Pleasure Bay, Red Bank, and intermediate landings:

| LEAVE NEW-YORK. | LEAVE RED BANK

NEW-YORK CITY.

AMERICAN BIBLE SOCIETY.—The stated meeting of the Managers was held at the Bible House, Astor-place, Thursday, at the usual hour, Rev. Dr. Hitchcock presiding. Rev. Dr. Hall, of this city, and Rev. Dr. Hoge, of Richmond, Va., addressed the meeting, which was largely attended. Interesting letters were presented from agents and others in our own country, showing the state of affairs in the South, and especially in regard to the favorable reception of the Scriptures in many places by Roman Catholics. From the Rev. Wm. Burton, Nyanza, Indian, reviving the blessed total destruction of Africa in that country during the war, and asking a grant which was made; from the Rev. L. S. Jacoby, [illegible] in regard to the work in Germany, [illegible] Switzerland; from the [illegible] Secretary, in regard to the approaching Bible Convention which he [illegible] in South Carolina; from the Rev. Robert Morrison, missionary at Canton, (N. C.) formerly an agent of this Society, in relation to the establishment of Common Schools in that city, in which the Scriptures are read; from the Rev. Adam G. Hall, Constantinople, suggesting the preparation of plates for a reference 8vo Bible in the Armenian language; from the Rev. Dr. Goodell, Constantinople, in regard to the demand for the Bible among the Mohammedans; hundreds of Turks in various parts of the country are now searching the Scriptures; from Mr. Williams, Canton, in regard to the work of Bible-distribution in China.

FATAL FERRY-BOAT ACCIDENT.—Michael McGuire, a boy ten years of age, residing at No. 23 Cherry-street, was instantly killed Thursday afternoon at the Wall-street Ferry landing. He attempted to leave one of the boats just before landing, and in passing the bridge, was crushed between the end of the bridge and the boat. An inquest will be held today on the body.

EXPLOSION IN A DRUG STORE.—An explosion occurred, at 9 A. M., yesterday, in the laboratory of the drug store of Mr. Abbott Durey, corner of Bowery and Canal-street. It was reported that several persons were injured, but the clerk and another person only sustained slight injuries. The damage to the stock and fixtures was trifling.

ACCIDENT IN AN IRON FOUNDRY.—Wm. H. Adams, a workman in the iron foundry of Mr. Badger, at Nineteenth-street, was caught Thursday morning in the belting of the machinery, and had one of his legs fractured. His face was also considerably bruised, and he received serious internal injury. He was taken to his residence in Twelfth-street.

Police Intelligence.

RECOVERY OF STOLEN PROPERTY AND ARREST.—Officer Sies, of the Detective Police, yesterday morning arrested a servant girl named Mary Mulgro, residing at a public house at King's Bridge, for larceny; the stolen property consisting of a reticule containing about $40 in gold and other valuables, belonging to Mrs. Jacobs, of No. 407 Broadway, who, with her husband, was rusticating about a week since at King's Bridge, where, during their temporary absence from the hotel, the reticule was stolen. Suspicion rested upon the servant girl. Officer Sies proceeded to the place, and in searching Mary's trunk, found the missing reticule, with its contents precisely as described by Mrs. Jacobs. Mary was committed to the Tombs on a charge of grand larceny.

DESPERATE ENCOUNTER WITH A MAD DOG.—About 7 P. M., on Thursday, a mad dog made his appearance in Ninth-street, near Broadway, snapping at everybody who came near, and biting one man. Officer Dolly, of the Seventeenth Ward, attempted to dispatch the dangerous animal with his club, but the dog jumped at his throat and came near making way with him. The officer drew his revolver and put a bullet into the dog's head, killing him instantly. The dog was a large Newfoundland.

BOY MISSING.—Wm Henry Lacy, 12 years of age, left his home, No. 232 Sixth-avenue, on Thursday morning, and has not since been heard of. He was dressed in a brown jacket, brown plaid Summer pants, glazed cap, white stockings and thick shoes. Any information respecting him will be thankfully received by his distressed mother, at No. 195 Sixth-avenue. It was reported by two boys that he had been drowned at the foot of Sixty-first-street, North River, but such is not known to be the fact.

PICKPOCKET.—A young man named John Lewis was arrested, yesterday, charged with snatching a pocket-book, containing $30, from the hand of Mrs. Phebe T. McGee, of No. 36 Clinton-place, when nearly in front of the residence of that lady. The thief ran off, but was overtaken and the money found on his person. He pretended that he mistook Mrs. McGee for a sister of his, who, he said, owed him $10, and he was bound to get it. Justice Kelly locked him up.

Mayor's Office—Friday.

AN AUCTIONEER'S TRICK.—John W. Porter was arrested and brought before the Mayor on the complaint of Catharine Dean, who bought from him forty yards of carpeting and other goods under the following circumstances: It appears that Porter is a licensed auctioneer, and that he took a house—No. 316 West Fourteenth-street—and then advertised the furniture for sale. The complainant lives at No. 110 West Thirty-first-street. From the terms of the advertisement she supposed it was a respectable sale in a private residence. The carpet was described as "best Brussels," and it was knocked down to her at seventy-six pence per yard. After she had paid for it, the auctioneer brought down a piece of carpet of the same pattern and threw it on the floor, pretending that she had purchased this piece as well as that on the floor. On examining it, deponent found that she had been swindled. The Mayor caused Mr. Porter to be apprehended; he refunded the money, and was discharged. His Honor said that a warrant was prepared for his re-arrest, and that he would consider the expediency of revoking his license.

BOGUS TICKETS.—Joseph Weis, of St. Louis, purchased a passage-ticket for Havre, for which he paid the sum of $25, at No. 146 Liberty-street, an office kept by H. D. Smithers. It was sold as a steamer ticket, but proved to be a packet ticket. He went back to the office for an explanation, when it was snatched from him by some person to him unknown. On complaint to the Mayor, Officer Brandt was sent to the place, and succeeded in recovering the whole amount.

PICKPOCKETS.—John Scott, an Englishman, aged 32, was arrested yesterday by Officers Hall and Albertson in the act of picking a woman's pocket, attempting to steal her pocket-book, containing $7. He was committed to the Tombs in default of $500 bail.

To the Editor of the New-York Times:

An article appeared in your paper of last Thursday which is calculated to injure me in New-York, especially among my friends. In the article headed "The Centre-street Murder," you represent me to be a Five Points character, and leader of a Dead Rabbit gang, and that I associate with Five Point thieves—all of which is entirely incorrect. I am no leader of a Dead-Rabbit gang, and I do not wish to be one, as for my being a desperate character, I can get plenty of respectable men to prove to the reverse. I never associated with Five-Point thieves in my life. I have always worked hard for my living.

JOHN QUINLAN, No. 128 Worth-street.

[Advertisement.]

TEAS.—The Canton Tea Company have on hand every variety of Teas for Grocers and Tea-dealers and private families. Souchong, Oolong and Young Hyson from 25c. to 45c. Gunpowder and Imperial from 35c. to 60c. All other qualities equally low. Also 2-lb. boxes good Family Tea for $1. Call and examine at No. 125 Chatham-st., between Pearl and Roosevelt-sts.

[Advertisement.]

BRADY'S GALLERIES.

Photographs,
Ambrotypes and Daguerreotypes,
Nos. 359 and 363 Broadway, New-York, and
No. 352 Pennsylvania-avenue, Washington.

[Advertisement.]

HOLLOWAY'S PILLS AND OINTMENT.—Whitt swellings, felons, stiff joints, chilblains, burns, contusions, have no terrors for those who possess Holloway's Ointment, and know its properties. In all internal diseases rely on the Pills.

[Advertisement.]

HAVE HIS OWN HEAD OFF!—No, indeed! Wyman, the Wizard, does not quite do this, but he makes a man invisible, puts a liquor saloon in a small bottle, and does a crowd of equally laughable and astonishing tricks of magic this afternoon and evening, at Barnum's Museum.

[Advertisement.]

FORREST'S NATIONAL THEATRE.—To-night, Mr. R. Jamieson takes his benefit at this favorite theatre and presents the greatest programme of attraction of the season, no less than four full dramas, in which himself, Mr. J. Pascoe, and the company appear.

[Advertisement.]

GAS! GAS!—Gas fixtures of beautiful design and finish, will be retailed at our wholesale manufacturing depot, No. 376 Broadway.

ARCHER, WARNER & CO.

Brooklyn Items.

ATTEMPT TO KILL.—Mr. James Day, butcher, corner of Atlantic and Hampden streets, complained to the Deputy Superintendent of Police yesterday afternoon that a neighbor, named James Myers, had attempted to kill him. The parties have had some misunderstanding, and yesterday Myers rushed at Day with a loaded musket and attempted to fire it, when he was seized and the dangerous weapon with difficulty wrested from him. An officer was dispatched to secure the desperate man.

The new portrait of ex-Mayor Hall was placed in position in the Governor's Room, City Hall, yesterday.

CRIMINAL COURT.—Owing to the absence of Judge Leo, who is attending the Convention of Judges in Albany, no Special Term will be held until the 9th inst., at 9 o'clock A. M.

ACCIDENT.—John Schuyler, butcher, Myrtle-avenue, near Bridge-street, was severely injured by an ox which, very justifiably, kicked him while he was killing it a few days ago.... A laborer named Simeon Neff assaults had his right shoulder dislocated yesterday by falling into the hold of the schooner Gazelle from Arbre, at the foot of Sackett-street. The injured man was taken to the Long Island Hospital.... A boy named Stone fell from a tree on Washington street yesterday, and was severely injured. He was attended by Dr. McC....

FATAL ACCIDENT.—A boy named Quin, about [illegible] years of age, whose parents reside in Cherry street, New-York, attempted to jump ashore at the Wall-street ferry. Thursday night, before the boat was secured to the bridge, and was crushed to death between the two.

The boy [illegible], who was crushed by a wagon wheel in Henry-street [illegible] last early Wednesday morning, died yesterday.

HIGHWAY ROBBERY.—Three Germans, named John G. Bauman, Frederick Steinlie, and Charles Gumm, were arrested yesterday, on a complaint of highway robbery preferred by Anthony Garnaburg. The complainant swears that the accused knocked him down, on Fulton-avenue, on the night of the 19th of July, and robbed him of a box of cigars.

JAIL PHYSICIAN.—Dr. Charles A. Van Kant has been reelected physician to the Kings County Jail.

Jersey City Items.

A COWHIDING AFFAIR.—Yesterday forenoon some little excitement arose in Washington-street, in consequence of a severe cowhiding received by a man named Hall, at the hands of Mr. A. R. Pryfe, for an alleged slander upon a respectable lady residing in that vicinity. It is said that Hall had made some indelicate allusions in reference to the lady, and being confronted by her, retracted everything he had said about her, and made ample apology. Shortly after, it is stated that he repeated the slanderous remarks; and the result was, that Mr. Pryfe administered to him a severe castigation with a cowhide.

FIRE.—About 1 o'clock yesterday morning a fire was discovered in the frame dwelling-house No. 177 Newark-avenue, belonging to Cornelius Van Vorst. It caught in the upper story, and burned away the roof and sides before it was extinguished by the firemen. The upper part was occupied by a Swiss man named John Moser, who lost his furniture, clothing, and a number of corn-planers which he has manufactured. His loss amounts to about $500, upon which there was no insurance. The origin of the fire is not known.

DEDICATION OF A FIRE COMPANY'S HOUSE.—The new house of Passaic Hose Company No. 4 was thrown open to their friends for inspection Thursday night. The visitors were hospitably entertained.

Frauds in the St. Louis Election.

From the St. Louis Democrat, Aug. 4.

A very little cool reflection has evoked an inquiry in our city that bids fair to call into very critical review the appliances used by the Nationals for enhancing so mysteriously their vote in St. Louis. Frauds of the most glaring kind, double and treble voting to a frightful extent, the use of dead's man papers, and inserted tickets, and barricaded polls, all show themselves from the background of the National Democratic triumph.

Especially in the Seventh, Eighth, Ninth, and Tenth Wards are their appliances conspicuous in the palpably dishonest vote cast. In April those Wards were canvassed with zeal and industry by Ward officers, that brought out the fullest vote ever had there before. It was an exciting contest, and an unembarrassed suffrage. None were driven off—none prevented from voting—none hindered in their franchise. On Monday, however, every laxity was given to the influx of national votes, and every annoyance to the casting of opposition votes. A large number of the friends of Mr. Blair were excluded from the polls by a ring of Irish bullies, who made a circle there for that purpose. Now contrast the votes given in April and in August:

	April, 1858.	August, 1858.
Seventh	1,280	1,927
Eighth	1,823	2,436
Ninth	1,276	1,612
Tenth	1,563	1,996
Total	5,912	7,721

Thus it is seen that in these four Wards alone, where heretofore the nationals have had no strength, and where they now exhibit a large array of ballots—the vote has been forced up very nearly two thousand votes. Will any man who knows the political sentiment of those Wards, and who knows also their population, reducing rather than increasing in the summer months, hesitate in the conviction that it is a gigantic fraud, and that Mr. Banks is indebted for his election (if elected) to atrocities upon the ballot-box, that exceed those of the notorious Calhoun. It is proper, too, that this matter should be closely looked into. Such evils, if suffered to grow, become in large cities the cause of frightful social convulsions. In California, the like processes have led to the reign of vigilance committees, and in New-Orleans and elsewhere to serious riots and bloodshed. Shall St. Louis take the first step in this direction, or quietly submit to see her suffrage violated with impunity and utter no protest—make no sign of opposition? Are we to have a *Placquemine* set up in the Ninth Ward? Are judges of election to be foisted upon the community by a corrupt court, affording no protection to the ballot-box, and is it to pass unreproved? We pause for an answer to these questions, and in the mean while call attention to the facts noticed above, *as well as to the strange delays that still attend the return of the poll-books.*"

The Late Election in Missouri.

From the St. Louis Republican, (Democratic,) Aug. 4.

The gentlemen who undertook to conduct the election on the part of the Black Republicans, and even some of those who took an interest in the success of Mr. Buchanan, have not yet recovered from their mortification at the signal defeat sustained by them. The former party, particularly, supposed they had a sure thing of it, and that all Mr. Blair had to do was to ask, demand and receive the votes of a majority of the people. They have not yet been able to see how a series of blunders, commencing with the nominations of the Convention; carried on by the *Assessor*, in refusing to support certain candidates, and in insisting upon their withdrawal; the intolerant abuse of the Irish portion of the community by that paper, and the declaration that they could do without them, most effectually alienated a large part of those who had formerly acted with them, and, in round terms, *whipped taxes.* Added to this, Mr. Blair was himself indiscreet in his manner of conducting the canvass, and he lost many votes by it from this cause. The senseless cry about "frauds" in the election, hardly deserves serious notice. The truth is, from accidental causes, a full vote has not been called out before for several years, but on this occasion there was such a stirring-up of the people as impelled every man to vote, and particularly those who had, for some years, refrained from voting, from a conviction that the rights of property were about to be invaded, and they did not know to what new war this might lead in the future. There are abundant reasons why the vote should be so large, and the defeated parties may as well ascribe it to the very common one, *of not having votes enough.* That is quite sufficient.

But circumstances gave the Democrats the advantage over their opponents, in the voluntary accession to their ranks of hundreds and thousands of voters who had, as late as the April election, acted with the Black Republican Party, so far as voting the ticket was concerned. They refused to follow such leaders any further, particularly after their developments on the Emancipation question, and its consequences, were understood by them; and the meetings of hundreds of mechanics and laboring-men at the Biddle Market, the Reservoir Garden, and in other parts of the city, soon told the tale of a complete revolution in public sentiment. There, too, they had men of whom they had a personal knowledge, and although they may not have been practiced declaimers, their plain words soon riveted the attention of the voters, and decided them as to what they should do. John Dillon, Captain Riley, J. S. Mosely, James Regan, Pauley, and a dozen of others, infused such a spirit into the canvass as to carry thousands of men over to the Democratic Party, and this is the secret of the success of that party. There was no "fraud" about it. The mechanics—the men in the machine shops, the foundry men, the laborers, wherever they may be found, carried the election. There was good, wholesome, indefatigable work performed by the candidates on the Democratic ticket, but it was the great aid given to them by the classes we have named, added to a determination, everywhere expressed, to put down Black Republicanism in this District, that effected this revolution.

The triumph is the most signal that has ever been recorded. It is believed that every regular Democratic nominee has been elected, though this cannot be ascertained until all the votes are counted. The Americans made a gallant fight, running well up to the Black Republicans, and managing the canvass with great energy and manliness. As none of them, we presume, could have hoped for success, they may well be content with the position they occupy. The Black Republicans are the worst-looking, most-cast-down set of men we ever saw, and we do not wonder that they feel bad about it.

COMMERCIAL AFFAIRS.

For Markets see Third Page.

Sales at the Stock Exchange—Aug. 6.

$1,000	Ten. 8s '90	93½	
6,000	do	93¾	
1,000	Cal. Stocks	79	
5,000	Virginia 6s	93½	
2,000	N. C. State 6s	97	
4,000	Mo State 6s	86¾	
4 000	Brook. City 6s	97	
4,000	N. Y. C. RR. 7s	101¾	
2 000	N. Y. C. R. 1876	95¾	
1,000	E. R. R. O. B. 7's	80	
3,000	H. R. R. R. 2d m	61	
3,000	M. C. R. R. 8's, 1st m. s. f. c. bonds	86¾	
1,000	do	86¾	
5 000	La. & M. L. C. bs	21	
26,000	do	20	
6,000	do	20¼	
25,000	C. R. & P. D. 1s	21¾	
10,000	Mich. So. 2d m. bs	80	
2,000	C. R. & Q. R. 8 p. c. b	87	
67	Bank of Commerce	116	
6	Park Bank	101¾	
10	Del. & Hu. Can'l Co	95¾	
10	Penn. Coal Co	72	
	do	69	
100	P. M. S. Steamship Co	88	
30	do	85¾	
100	do	85¾	
25	do	b15	86¾
63	do	86	
50	N. Y. Cent. rr.	b10	87½
150	do	87½	
200	do	87½	
100	do	b10	87¾
25	Erie Railroad	17½	
200	do	17¾	
200	do	b30	17¾
25	La. C. & Mi. R. R.	4½	
67	do	4	
100	Hudson River R. R.	32¾	
50	do	b60	33¾
150	do	33¾	
50	Harlem Railroad	11¾	
100	Reading Railroad	48¾	
50	do	48¾	
300	do	48¾	
100	Mich. Cen. R. R.	b15	60
200	do	b10	60
50	do	59½	
100	do	b60	60
100	do	59¾	
100	M. S. & N. I. R. R.	b60	23¾
238	do	23	
300	do	b60	23
50	do	b30	23
50	do	23	
737	M. S. & N. I. pref. Stk.	44¾	
50	Panama R. R.	118	
10	do	118¾	
600	do	114¾	
50	do	s60	112¾
	C. C. C. & I. R. R.		91
200	Cal. & Chi. R. R.		44¾
	do	s10	45¾
	do		45¾
200	Chic. & Tol. R.		35¾
100	do		35¾
400	do		35¾
100	do		35¾
	do	s30	35¾
100	do		35¾
1000	Chi. & R. I. R. R.		72¾
50	do		72¾
100	do		72¾
200	do		72¾
100	do		72¾
100	Mil. & Miss. R. R.		19

Friday, Aug. 6—P. M.

As to-morrow (Saturday) is the last day for making proposals from New-York for the new Government Loan, in season to reach Washington before noon on Monday, we again republish, for the information of bidders, the original terms of the Secretary of the Treasury:

TREASURY DEPARTMENT, June 26, 1858.

Sealed proposals will be received at this Department until 12 o'clock, noon, the 9th of August next, for ten millions of stock of the United States, to be issued under the act of 14th June instant. Said stock will be reimbursed in fifteen years from the 1st of January next, and bear interest at 5 ₩ centum ₩ annum, payable semi-annually, on the 1st days of January and July of each year.

No bid will be received below par, and none for any fraction of $1,000. No bid will be considered unless one ₩ centum of the amount is deposited, subject to the order of the Secretary of the Treasury, with a depositary of the United States, whose certificate of the same must accompany the bid. In all cases the bids must be unconditional, and without reference to bids of others, and must state the premium offered therein.

The sealed proposals should be indorsed on the outside of the envelope, "Proposals for Loan of 1858," and be addressed to the Secretary of the Treasury, Washington, D. C. The sums which may be accepted from any bidder will be required to be paid to the depositary of the United States nearest to his residence, or indicated as most convenient by him. Should bids be accepted from parties not residing in the United States, they will be required to deposit the principal and premium with the Assistant Treasurers at Boston, New-York, Philadelphia or New-Orleans.

Certificates of stock for sums of $1,000 each, payable to the successful bidders or bearer, with coupons of semi-annual interest from the 1st of January next, also payable to bearer, attached thereto, will be issued for the amount of the accepted bids upon the certificates of deposit to the credit of the Treasurer of the United States with the depositaries of the United States. The stock will in all cases bear interest from the date of such deposit. The interest from that date to the 1st of January will be paid to the successful bidder or his attorney by the depositary where the deposit was made.

Successful bidders will be required to deposit the principal and premium of their accepted bids on or before the 1st day of September next. The preliminary deposit of 1 ₩ cent. will be immediately directed to be returned to the unsuccessful bidders.

HOWELL COBB.

The preliminary deposit, or earnest money, to be left with the Sub-Treasurer, is 1 ₩ cent. on the amount bid for. These deposits commenced to be made yesterday, and will be continued up to the the close of banking hours on Saturday P. M. Nearly all the foreign, and most of the heavy domestic bids are expected to go from this City. We hear of no fresh speculation to-day in regard to the probable average of the successful premiums. The large bidders, of course, talk low, in order to keep other parties from bidding high. At whatever reasonable rate any considerable part of the Loan may fall into speculative hands, the probability is it will pay a profit on being resold, in smaller sums. There are a vast number of careful men of means, not in active business, who want the Loan, but prefer to have others fix its value before buying. The Money market favors, at present, and will most likely continue to favor, the large takers on speculation. The preparations for paying for the Loan have made no perceptible impression on the market—certainly not on the price of money, which, on short paper, and stock collateral at call, is as cheap to-day as any time during the season. Some of the lenders are asking more interest on bills running beyond 3@4 months.

Some disappointment is felt on the Street, to-day, at the absence of further news from the Atlantic Cable. As bad luck will have it, the telegraph across Newfoundland was not in working order through the forenoon. The authenticity o yesterday's information is not questioned, but as this left the extremes of the cable communicating only by signal, and neither end had been landed the anxiety to hear the final result is redoubled.

At the Stock Exchange the *Bear* account is in the ascendant to-day, as it had been for several days previous to the news of yesterday, which brought a temporary reaction in favor of the *Bulls* on New-York Central and other Stocks usually sympathizing with it. Prices this afternoon closed lower on all the Western Stocks by ¼@1 ₩ cent. than yesterday; 2@2½ ₩ cent. on Reading, ½@¾ on Erie, and ¾ on New-York Central, which is now selling, ex-dividend, and closed, 79½@79¾ ₩ cent. The movement against the market to-day was strengthened by another change of position in the leading operators in Reading shares, who are supposed to have sold out, here and through the Philadelphia brokers, the bulk of their late purchases. Another party is driving at Chicago and Rock Island, and perhaps other Western Stocks, probably with the usual aim of such movements of late—to get the price at a favorable figure to turn upon for an upward speculation. The fight making by the steamboat party to destroy the stock and unsecured bonds of the Erie Company by playing off a reckless competition of their own making against other lines which have a substantial credit to care for, becomes the more desperate as this credit is vindicated at Albany, Philadelphia, and Baltimore, and is rallied around, for the common security of the great railway interest, by most of the Western Companies. The mischief that these gentlemen have thus far effected has fallen upon the Erie interest alone. It has not yet covered their shorts in New-York Central any more than it has impaired the steady dividends of that Company, or reduced the estimated profits of the year as fairly estimated after the crisis of last Fall, and the universally slim traffic of the Spring and Summer months. We learn more officially that the Board at Albany yesterday found more than a million of net earnings from which to make their usual half-yearly dividend of 4 ₩ cent. That such would be the case was stated in this column two months ago, after the falling off in gross traffic since the last dividend in February, and the probable falling off in June and July, as compared with last season, were known or fully and carefully estimated at Albany. Thus, through a year of financial crisis and light receipts, and of accidents on the road, have the Company paid to their stockholders $1,920,000 in cash dividends, fairly and squarely earned, without infringing their previous large surplus of $1,626,-080. And that such an example of management—skillful, economical and successful—should be approved, encouraged and upheld by every practical means by the best of the connecting lines West, on both sides the Lake, and by the great roads of Pennsylvania and Baltimore, ought certainly to be no matter of surprise to the impulsive President of the Erie Road, or of disappointment to his Wall-street colleague.

The State list was steady through both sessions of the Board. Panama shares were 1½ ₩ cent. up, and Pacific Mail in demand at a further improvement of ½ ₩ cent. The Mail Company will, it is now stated, double their steamer service by a weekly line to California.

An officer at Chicago, of the Chicago, Burlington and Quincy Company, has taken exception to what we have heretofore said of the relations of his road to the Galesburg section of the Peoria Road, now operated in part by his Company. As the early restoration of this section to its owners, now that the lease has expired, will cause a serious break in his line of business between Chicago and the Mississippi River, at Burlington, this gentleman on the subject, and, in reply, beg to refer him, his Directors and Stockholders, and all others interested in either road to an editorial communication and extract from a recent bill in equity, which will be found in another part of this paper. From those it would appear that legal steps have been taken by the Peoria Company for an exact settlement of accounts, and the immediate and full restoration of the Galesburg section to its owners.

MESSRS. THOMPSON Brothers advertise on another page, as a private sale, a portion of the late New-York and Ohio State Loans.

The Chicago and Rock Island Company are interested in, though not sole owners of, the bridge across the Mississippi River, at the Western terminus of their road. This bridge was thought at one time to be an illegal obstruction to the steamboat navigation of the river. The question was tested before Judge McLean, of the Supreme Court of the United States, and the legal and constitutional rights of the Bridge Company sustained. With this explanation, the following *sensation* paragraph from an afternoon paper will be properly appreciated, as it was intended to be a *dodge* of the Stock Exchange:

"Parties who are selling Chicago and Rock Island state that the damages to its bridge already exceed a million dollars, and a large amount is not yet passed. These are all in hands of lawyers, and suits will be commenced. Sixty steamboats have been lost or damaged in amounts from $500 to $100,000.—damages to lumber over $200,000. A lawyer has been here some time, examining officers and books of the Company, and it is understood that he has obtained all the papers and information needed. A. C. Flagg, it is also understood, has been on the stand for two days. The Bridge is stated to be out of repair and in a dangerous condition, and that an injunction has been obtained preventing repairs."

The following is a comparative statement of the imports of Foreign Dry Goods at New-York for the week and since Jan. 1, 1858:

	1856.	1857.	1858.
Total for the week			
Entered at the port	$2,039,685	$3,201,496	$3,890,818
Thrown on market	2,061,683	3,890,123	3,732,979
Since Jan 1.			
Entered at the port	80,256,940	98,716,203	93,782,174
Thrown on market	80,621,116	93,362,243	89,662,330

The following is the summary for the week;

	Consumption Direct. Pkgs.	Value.	Warehoused. Pkgs.	Value.	Withdrawn Pkgs.	Value
Manf. of Wool	6,246	$1,469,434	247	$56,372	431	$144,073
Manf. of Cotton	2,721	566,417	150	27,662	235	39,301
Manf. of Silk	1,448	1,163,636	34	19,613	76	56,000
Manf. of Flax	866	200,620	40	13,092	131	20,309
Miscellaneous	469	176,540	7	2,966	181	5,670
Total	9,559	$3,466,637	479	$121,979	1,044	$274,643
		121,979				3,498,237
Total entered		$3,590,616	Total Marketed			$3,732,879

MESSRS. THOMPSON Bros. quote domestic Exchange, at various points, on New-York, thus:

Boston	Par.	St. Louis	⅜ ct. pr.
Baltimore	Par.	Louisville	⅜ ct. pr.
Philadelphia	Par.	Richmond	⅜ ct. pr.
Galveston	Par.	Wilmington	⅜ ct. pr.
Mobile	Par.	Nashville	⅜ ct. pr.
New-Orleans	Par.	Detroit	⅜ ct. pr.
Cincinnati	⅜ ct. pr.	Milwaukie	¼ ct. pr.
Chicago	¼ ct. pr.	Montreal	⅜ ct. pr.
Charleston	⅜ ct. pr.		
Savannah	⅜ ct. pr.		

The following is Friday's business at the office of the Assistant-Treasurer:

Receipts	$219,333
Payments	95,455
Balance	5,605,315

The Receipts include $199,000 from Customs.

The half-yearly dividend of the United States Trust Company is 3½ per cent.

Weekly Statement of the New-Orleans Banks.

Banks.	Loans. July 31.	Loans. July 24.	Specie. July 31.	Specie. July 24.
Citizens' Bank	2,957,042	2,954,993	2,747,693	2,691,703
Canal Bank	738,136	747,709	935,823	936,027
Louisiana	1,418,874	1,411,379	2,385,260	2,12 ,810
Louisiana State	2,765,087	2,856,435	2,809,874	2,850,039
Mech. & Trad	544,155	472,207	560 071	601,410
Bk. of N. Orl'ns	1,121,484	1,136,523	466,212	333,615
Southern Bank	173,178	181,241	120,807	148,139
Union Bank	636,049	609,469	371,376	136,854
Bk. of J. Robb	340,277	391,309	168,534	176,746
Crescent City	884,130	901,564	333,569	399,943
Bank of America	533,790	534,793	405,369	402,876
Total	12,011,616	11,947,067	10,992,148	10,944,348
	Increase	$64,539	Increase	$45,800

Banks.	Cash Liabilities. Circulation. July 31.	Circulation. July 24.	Deposits. July 31.	Deposits. July 24.
Citizens' Bank	2,194,535	2,256,555	3,747,693	3,779,159
Canal Bank	693,205	695,295	562 966	630,141
Louisiana	844,154	849,649	3,044,981	2,996,604
Louisiana State	1,487,650	1,503,065	4,156,021	4,126,351
Mech. & Traders'	178,925	182,695	992,699	997,936
Bk. of N. Orleans	405,420	408,290	665,653	683,223
Southern Bank	179,685	184,338	295,261	254,495
Union Bank	634,130	630,158	819,791	818,049
Bank of J. Robb	326,075	329,796	168,576	179,099
Crescent City	149,460	144,645	319,699	283,775
Bank of America	196,400	193,940	544,396	544,606
Total	7,251,739	7,338,944	16,262,172	16,256,171
	Decrease	$107,205	Increase	$5,003

Banks.	Exchange. July 31.	Exchange. July 24.	Due Dist. Banks. July 31.	Due Dist. Banks. July 24.
Citizens' Bank	685,549	1,043,730	433,940	467,626
Canal Bank	1,453,252	1,476,513	195,164	195,164
Louisiana	1,350,720	1,146,619	495,138	419,553
Louisiana State	476 175	342,734	181,092	214,611
Mech & Traders	297,419	285,092	26,087	36 969
Bk. New-Orleans	408,092	404,617	93,154	76,066
Southern Bank	931,115	922,090		
Union Bank	456,305	481,754	61,991	70,383
Bank of J. Robb	163,919	139,411	24,289	19,825
Crescent City	69,925	60,824	10,636	5,422
Bank of America	12,791	17,167		
Total	6,053,729	6,326,621	1,402,013	1,474 619
	Decrease	$272,792	Decrease	$12,477

Rhode Island Banks, Aug. 2, 1858.

BANKS IN PROVIDENCE.

	Loans.	Deposits.	Circulation.	Specie.
Jan. 11	$17,791,795	$9,068,966	$1,554,972	$856,853
March 15	16,926,940	1,502,092	1,316,797	620,926
April 5	17,037,949	1,946,996	1,409,686	591,891
April 19	17,169,223	1,966,316	1,483,736	564,033
May 3	17,269,225	2,008,336	1,393,653	566,669
May 17	17,054,977	2,063,507	1,451,366	567,024
June 7	17,060,865	2,088,973	1,365,717	577,963
June 21	17,345,487	1,998,996	1,404,850	573,127
July 5	17,688,905	2,043,856	1,310,047	534,691
July 19	17,867,069	2,067 083	1,303,705	496,367
Aug. 2	17,799,230	2,021,292	1,291,812	444,165

BANKS OUT OF PROVIDENCE.

	Loans.	Deposits.	Circulation.	Specie.
Jan. 11	$7,144,229	$733,226	$1,347,606	$176,778
March 15	6,936,567	778,943	1,141,116	160,111
April 5	7,026,925	798,162	1,261,347	162,918
April 19	7,104,607	794,498	1,238,684	163,416
May 3	7,125,895	838,145	1,207,974	163,784
May 17	7,015,707	854,645	1,270,836	166,940
June 7	7,047,720	815,904	1,241,948	168,464
June 21	7,128,541	836,186	1,246,925	172,675
July 5	7,059,964	859,812	1,232,473	172,077
July 19	7,159,267	941,946	1,272,725	176,772
August 2	7,147,231	941,139	1,269,791	174,682

Chicago, Burlington and Quincy Railroad Company.

To the Editor of the New-York Times:

In a communication dated Chicago, July 28, to the Editors of the *Evening Post*, the Treasurer of the Chicago, Burlington and Quincy Railroad Company appears to have taken exceptions to your comments upon and indorsement of Mr. Sacer's letter of the 24th ult., published in your paper. In explanation you can simply state that "The gross misstatements of the relations of the two roads," which you referred to, consisted in the Chicago, Burlington and Quincy Railroad Company, charging the Peoria and Oquawka Railroad Company with *moneys which they knew at the time they had no right to charge*, and which misrepresentation the legal adjustment of the accounts will undoubtedly show. If not, it is certainly inexplicable that the Chicago, Burlington and Quincy Railroad Company should be willing to pay $1,-200,000 for the west end of the Peoria and Oquawka Railroad; whereas, according to *their* accounts, the section of the road in question has run short about $150,000 of operating expenses and repairs of road for the past three years.

You may understand and announce, that the Peoria and Oquawka Railroad Company has applied for an injunction against the Chicago, Burlington and Quincy Railroad Company, to restrain them from any further use of that portion of the Peoria and Oquawka Railroad lying between Galesburg and Burlington, and also to restrain them from disposing of the Second Mortgage Bonds of the latter Company held as collateral security for the pretended indebtedness of the Peoria and Oquawka Railroad Company to the Chicago, Burlington and Quincy Railroad Company, and you will publish the following extract from the bill filed against them in the Circuit Court of Peoria County, in the State of Illinois, Honorable E. N. Powell presiding, as further evidence of the wrongs and injustice which they are attempting, and the outrageous misrepresentations in which they have indulged.

"Your orator further shows unto your Honor, that it became, and was the duty of the said Chicago and Aurora and Military Central Track Railroad Companies to fix the rates for freight and passengers over that portion of your orator's road between Galesburg and East Burlington, at not less per mile, according to the miles carried, than should be charged on the combined roads of the said Chicago and Aurora and Military Central Track Railro